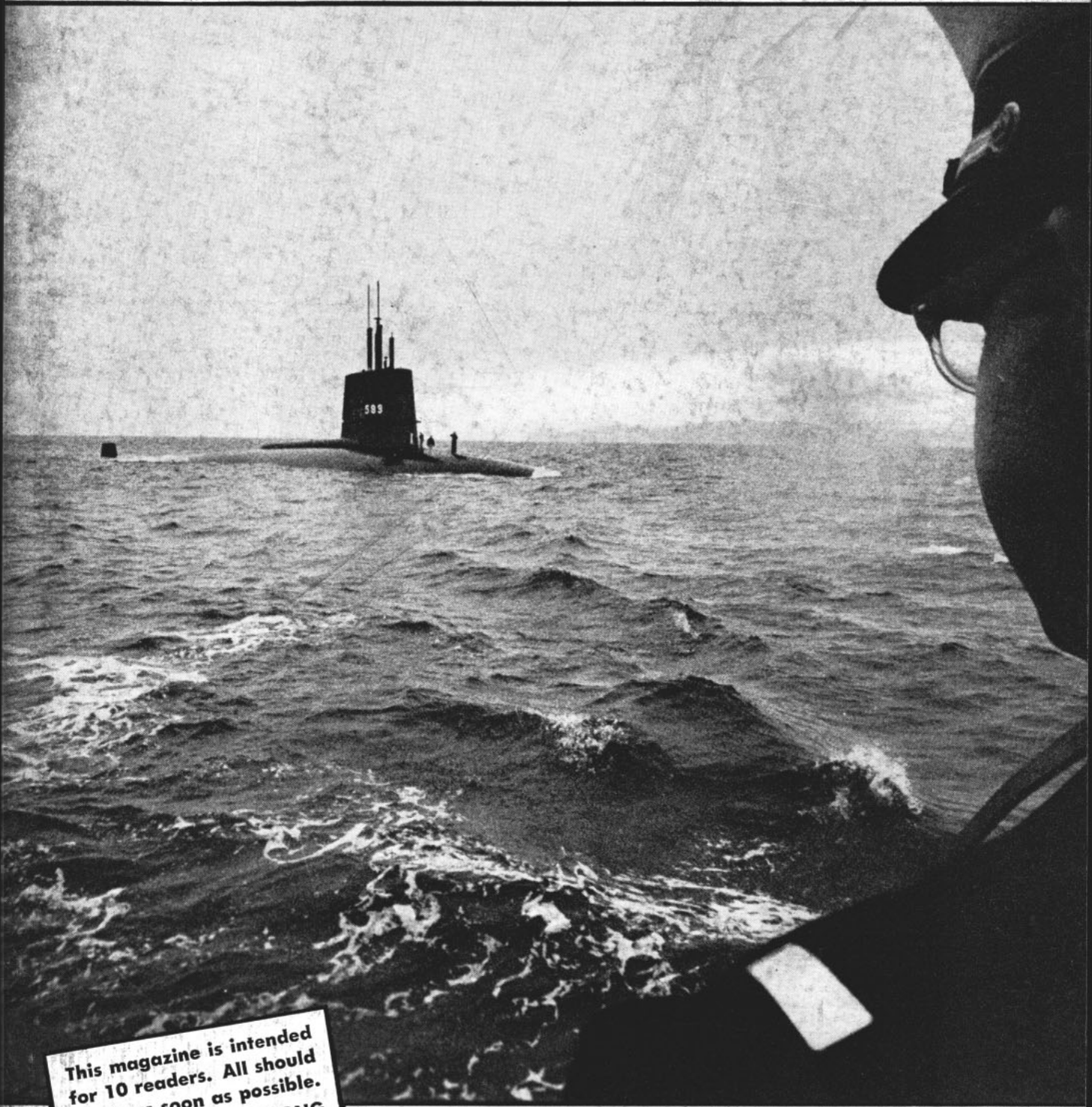


ALL HANDS



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FEBRUARY 1962



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1962 Nav-Pers-O NUMBER 541

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TABLE OF CONTENTS

	Page
The Navy's Role in Limited War	2
The Landing Party	9
Ammunition Ship	10
A Tour with the Royal Navy	14
Britain's Bluejackets	20
Letters to the Editor	24
Special Feature:	
The Enterprise Story	30
Pictorial Centerspread: USS Enterprise —	
1775-1962	32
Today's Navy	38
This Ship Is E-OK	43
Servicewise: News of Other Services	44
The Word	46
Bulletin Board	48
Rules and Regs on Medals and Awards	48
Where to Write for Medals You Have Not	
Received	49
SecNav Commendation for Achievement	50
Awards from Foreign Governments	53
Antarctica Service Medal	54
Directives in Brief	55
Conditioning Exercises for Waves and	
Nurses	56
1962 All-Navy Sports Program	57
Book Supplement: Civil War Hospital Ship	59
Taffrail Talk	64

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● **FRONT COVER: THAR SHE BLOWS!**—Looking almost like a large mechanical whale, as she cruises on the surface in Scottish waters, USS *Scorpion* (SSN 589) exchanges greetings with fellow sea traveler. Copyright photo by Keystone Press Agency, London, England.

● **AT LEFT: CROWING SITUATION**—Newly rated petty officers on board USS *Lake Champlain* (CVS 39) proudly display promotion certificates and gift rating badges presented to them during ceremonies on the carrier's flight deck.

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THE NAVY'S ROLE

Are you curious as to what goes on in a Pentagon briefing?

If so, here's something for you. It is an actual briefing, recently given to some very high ranking people. It is slightly changed to make up for the fact that you're not sitting in the Pentagon, being briefed, with films and slides, pointers and blackboard and lukewarm coffee.

If you'd like to tell your family and friends what you are doing and what you and your shipmates and your ships and planes can do, this will help. It is the thinking of the

Navy's high command. It will give you some of the reasons for the deployment of your ship or plane or unit.

Admirals and high government officials have heard these very words. ALL HANDS thinks it is a good idea to run this—for now, everyone in the Navy will have at least this one chance to be on the inside.

THE BASIC PURPOSE behind the deployment of the Fleet today is the prevention of limited war. Balanced naval forces are kept deployed at sea

in waters adjacent to areas of potential conflict. The presence of these forces exerts a powerful stabilizing influence in these critical areas. Often, a presence of strength is sufficient to cool off a hot spot. But, if national interests demand, the U.S. stands ready with the requisite ground, sea and air power to defend ourselves and our allies.

This ability to retaliate rapidly from close at hand provides the U.S. with the means to implement political decisions with an immediate balanced military strength.

ALTOGETHER — Ships, planes and copters of amphibious TF work as a team to land troops on beach.





IN LIMITED WAR

The key to the effectiveness of these forces is their *mobility*. If intelligence so dictates, these Fleets can be quickly and unobtrusively moved nearer to areas of tension, while combat-ready forces in continental waters can be deployed as back-up.

The aircraft carrier, backbone of the Fleet, exemplifies the power spectrum of naval offensive power. The attack carrier, with its ability to launch nuclear retaliation from a moving base that is almost impossible to pinpoint for missile or man-

ned aircraft attacks, adds measurably to the strength of this nation's nuclear retaliatory posture.

ONLY A SMALL PERCENTAGE of the ammunition stowage space in an attack carrier is allocated to nuclear bombs. The bulk of the stowage space is reserved for non-nuclear weapons stowage. As a result, the aircraft carrier is ready to respond as the situation requires.

In response to an urgent national requirement to expand and diversify the nation's nuclear forces, the U.S.

Navy developed and now possesses a large potential in the field of strategic bombardment. However, this capability developed only as a by-product of the Navy's traditional role. With the exception of the *Polaris* submarines and attack bombers the Navy has no weapons systems designed primarily for nuclear retaliation.

The Carrier Air Groups and Marine Corps Air Wings are prepared for nuclear weapons delivery *and* for conventional warfare. If they can be said to be optimized for any-

ON THE BEACH — Troops storm ashore from landing craft to engage "enemy" during amphib exercises.



thing, it is for versatility. When the atomic bomb came along, the Navy and Marine Corps worked hard to incorporate its advantages into their attack capabilities. This was done while conventional capabilities were maintained at the highest level.

The Sixth and Seventh Fleets are prime examples of balanced naval forces deployed in strength in critical areas. With no strategic warning, the Sixth and Seventh Fleets are in a position to act within a few hours when our interests are threatened. It is possible to augment the deployed forces in varying degrees, dependent upon the seriousness of the threat. It is also possible to reduce the size of the force to be applied at any given point, if the nature of the threat so warrants. The versatility of these forces is only limited by the quantity of sea and air lift available.

THE SIXTH AND SEVENTH FLEETS, like the First Fleet deployed in the eastern Pacific and the Second Fleet in the Atlantic, are versatile forces. If the nature of the threat is such that troops must be put ashore, the *amphibious strength* is there to do it.

In using these forces we do not experience a "point of no return" — they can be deployed to the scene and wait for days or weeks without landing; or they can be kept out of sight and later returned to home ports without attracting public attention if the crisis is resolved.

This amphibious strength can be deployed world-wide with complete independence of action in international waters. And it can be done



MAKING WAY — Destroyers of TF blast "enemy" with depth charges.

without committing the United States to a specific, irrevocable course of action. An amphibious force further provides a capability for sustained large scale operations, difficult, if not impossible, to achieve by any other means. It has power, mobility and versatility.

The speed at which modern aircraft travel leads one to say: "Let's move to the objective by air." This mode of transportation of troops is excellent for certain situations. As a means of moving a relatively small force into a lightly defended area possessing suitable airfields, it offers many advantages.

HOWEVER, there are several factors which have to be considered in connection with the use of airlift as a primary mode of travel to an objective:

- Over-flight rights. In times of political tension, or in the case of fighting in a limited area, violation of a nation's air space could lead to

incalculable damage to our national interest.

- Availability of staging bases. In a limited war situation, it is possible that staging bases may not be available to us.

- Aircraft fuel requirements for return flight. Modern aircraft gulp fuel at prodigious rates. Dependent upon the distance of the last leg of the flight, fuel must be provided for the return.

- Control of the air in conflict area. Control of the air is a must before we can send in unarmed transport aircraft. The most unsophisticated fighter, armed with only machine guns, can destroy such types. And further — in the event of encountering no air opposition — a landing may be prevented by the simple expedient of placing oil drums or other obstructions on the runways.

- Lack of sustained combat power. Finally, an airlifted assault force lacks sustained combat power. Such forces are necessarily lightly armed, and must rely on continued airlift until surface shipping can bring in the heavy tanks, artillery, helicopters, observation planes and other bulk supplies.

In order to have an effective limited war capability to counter aggressions, we must be able to apply *quickly* military forces tailored to the size of the threat, practically any place in the world. That's where the amphibious task force plays a vital role.

THE AMPHIBIOUS TASK FORCE is a balanced fighting force, ideally suited for limited warfare. The ships, airplanes, weapons (and their tactical employment) in an amphibious force were designed to give the force

ON THE GO — Resupplying while at sea keeps Fleet ready for action.





TEAM WORK— Many types of ships in Fleet have role in limited war.

the ability to fight its way to the objective area, land there, and stay there.

- Because it is mobile, it can move its complete limited war package thousands of miles in a matter of days.

- Because it is versatile—its power varies from megaton nuclear weapons at one extreme, down to small landing parties with rifles. When needed, a force such as the Sixth Fleet can go to a trouble area to fight or to evacuate U.S. citizens or friendly allies.

- And — it is flexible. It is deliberately organized and equipped so that it can take whatever action the situation demands.

The economy of an amphibious task force is another very important point. And this is not just economy in dollars. It also gives operational economy — an economy of force. In other words, the amphibious task force is a highly mobile limited war complex. The amphibious task force base can be "built" in a new trouble spot in the length of time it takes to sail there — and it is not necessary to abandon the old base in order to do this. Amphibious forces enable us to apply *maximum* influence whenever and wherever it is needed.

It is essential that air superiority be maintained over the task force, over the landing force, over the beaches and far inland at the source of the threat. This offensive capability is provided by a variety of weapons systems.

Air Superiority Over Ships, Over Beach, and Inland

To provide air superiority it has been necessary to make dynamic advances in order to cope with the capabilities now possessed by pos-

sible aggressors. In World War II, enemy capabilities mainly consisted of large numbers of relatively slow propeller-driven aircraft and air search radars were adequate to provide detection for timely intercept of raids.

The Fleet's fighter-bombers in sufficient numbers were capable of killing the best the enemy had. Night fighters were required in lesser numbers. Air intercept radar had a maximum detection range of four miles with a maximum blind firing capability of 500 yards. This was entirely adequate, considering the armament of the night fighter, .50 caliber guns—and, that at best, the enemy aircraft could reach a speed of 400 mph.

With the advent of jet aircraft and nuclear weapons the situation changed rapidly. Time was compressed radically and the necessity for a higher probability of detection, intercept and kill became apparent. Surface, air search and air intercept radars had to be improved. Fighter

performance and weapons systems had to be vastly improved, and it was necessary to develop the equipment and techniques to operate in a heavy electronic countermeasure environment. In addition, it was necessary to develop automatic, high speed electronic equipment for command and control to replace the old, grease-pencil techniques.

THE MODERN TASK FORCE is ready to defend against enemy air attacks with high performance aircraft from the attack carriers, such as F4D, F3H, F8U, F4H, W2F, WF2.

A key role in maintaining air superiority is now played by the WF2 *Tracer*. While the *Tracer* is a big improvement over past early warning aircraft, the Navy is looking forward to Fleet introduction of the W2F-1 *Hawkeye*.

The kill capability is provided by such fighter-bomber aircraft as the F4D *Skyray*, F3H *Demon*, and F8U *Crusader* as well as the F4H *Phantom II*. These aircraft are not limited to air-to-air roles, but can be used to augment attack capabilities.

The three attack planes in Navy air groups today are the AD *Skyraider*, the A4D *Skyhawk* and the A3D *Skywarrior*. All can fly from carrier to target and back again in darkness and bad weather.

The AD *Skyraider* first saw Fleet service in 1946, and has been the workhorse of the flying Fleet for many years. Single-engine, propeller-driven, it can carry up to 8000 pounds of bombs and rockets — a larger bomb load than was carried by the B-17 of WW II. It also has four 20-mm cannons. Its usefulness

CARRIER-based planes, like A3D, have swift and powerful punch.





HEADQUARTERS and nerve center for amphibious attack is the AGC.

has been extended through the years by extensive modification, but its survival against serious opposition and today's detection methods is doubtful. It is being phased out of service as rapidly as possible.

The A4D *Skyhawk* is a single-seat, single-engine jet, and was the first to reverse the trend toward bigger, heavier aircraft. The present Fleet inventory consists of A4D-2 and -2N models — the latter having a radar search and navigation capability, plus a terrain clearance radar, which enables it to operate more effectively in conditions of reduced visibility.

The A4D has two 20-mm cannons and three external racks which can be used to carry various combinations of bombs and rockets. This

relatively light-weight aircraft was achieved by refinements in design aimed at keeping it small and uncomplicated. How well this was accomplished is demonstrated by the fact that, ready for take-off at 22,500 pounds, more than half this weight is in bombs and fuel.

The A4D is capable of speeds above 500 knots and has proved itself a reliable, easy-to-maintain carrier aircraft. Its high performance gives it an excellent factor of survivability.

The A3D *Skywarrior* is a large aircraft — grossing about 80,000 pounds. It can carry up to 8000 pounds of bombs, all in an internal bomb bay. It is equipped with a bombing system which permits either visual or radar bomb drops,

has a combat radius in excess of a thousand miles and is capable of speeds over 500 knots. The significant conventional bombing capability is extremely useful in bombing operations against fixed targets, interdiction of roads, railheads and bridges, in mining operations or in pre-landing bombardment.

These are the types of attack aircraft currently in use aboard attack carriers and in the Marine air wings. As indicated, all can carry various combinations of bombs, including 2000, 1000, 500 and 250 pound general purpose bombs, fire bombs, and fragmentation bombs, as well as multiple rocket packs. All of these aircraft are also capable of carrying nuclear weapons.

NEW DEVELOPMENTS which will improve Navy aircraft for the attack role are in the works.

An improved A4D will enter the Fleet next year. The A4D-5 has a new, lighter engine, with more thrust and better specifics, and two additional bomb racks. This modification of an already proved design will increase aircraft range, bomb load and loiter time over a given target area, without materially increasing aircraft cost or pilot training problems.

Also entering the Fleet next year is the A2F *Intruder*. The *Intruder* is designed to fill the need for an aircraft that is optimized for the close air support mission, and which can perform in any kind of weather. The aircraft is big, grossing about 52,000 pounds, but can carry a large bomb load and is capable of operating from small fields. It includes a digital computer and a new contact analogue instrument system that will permit long-range missions at very low altitudes and precise delivery of its weapons in conditions of zero visibility.

THE AMPHIBIOUS ASSAULT is the most complicated of military operations. It involves all types of warfare. The first problem, of course, is moving the landing force to the objective area. The answer to that problem is an adequate sealift capability.

Amphibious ships are an integral part of our deployed Fleets in the Pacific and the Atlantic and Mediterranean. These include ships like the frigate, destroyer, missile cruiser and the hunter/killer ASW forces,

ALL HANDS

IN THE ACT — ASW teams play a part by preventing attack by subs.



the LPH helicopter loaded amphibious assault ship and a ready force of APA and LSD transports and assault landing ships.

In addition to the firepower provided by aircraft, surface gunfire and rocket fire can contribute to the effort to prepare the assault area for landings.

Also, other pre-landing support operations take place — minesweeping, underwater demolition work — these, and many other operations are coordinated to ensure the success of the landing.

The critical phase in an amphibious operation is the ship to shore movement. Under a firepower umbrella, the assault troops are moved ashore — in landing craft or by helicopter in the vertical envelopment operation.

After the initial assault, landing ships are used to disembark tanks, heavy artillery and reinforcements.

THE MARINE LANDING FORCE must provide specially trained troops — properly equipped, and backed up with integral air support. This is the job done by the Fleet Marine Forces, the FMF. Since its inception, many years ago, the continuing aim of the FMF has been to develop, refine, and re-refine techniques of the small war job, or "limited war" job as it has come to be called. Over the years the Marine air-ground team has been evolved, tested and proved in many battles. It is a *known* quantity and one which has reached a very high state of efficiency.

The basic fighting organizations of this air-ground package are the Marine division and the Marine air wing. Each individual unit and item of equipment in the division and wing is tailored to all the others. By having this close interrelationship the Marines are able to exploit the potential of the individual components. And when this team of tanks, artillery pieces and missiles are delivered and landed, and supported by the amphibious task force and attack carrier strike force the U.S. has a limited war capability that no other country in the world can match.

Once the force is ashore, close air support is required. This is provided by an effective air control system. In a Navy/Marine amphibious operation, aircraft are closely interwoven with other tactics and



FROM ABOVE — Copters load up to land troops behind the lines.

techniques — and the performance and characteristics have been designed to fit them into the total limited war scheme.

The basis of the Navy/Marine air control system is that the ground commander, once established ashore, must have aircraft under his immediate control, and immediately available to him.

Everything the airplanes do must be pointed toward support of the mission. To do this right, the air effort must be mated with the total effort. This is the job done by the air control system.

Close air support probably is the hardest of the attack jobs to do well, and takes the highest degree of specialized effort. This is the place where air firepower must be very

closely integrated with the scheme of maneuver on the ground.

Close Air Support

The battalion commander is the ultimate user of the close air support product. For that reason, the aim of the air control system is to facilitate placing airplanes under his direct control for "on call" strikes when he needs them.

To do this, each battalion has with it a tactical air control party, which includes experienced Marine aviators with the communication equipment to talk directly with the airplanes that drop the bombs. When air support is needed, the forward air controller is in a position to see the target, talk the planes in on their attacks, and observe the results

PUNCH — Guns and missiles would pound shore before landings.





TOGETHER — Philippine minesweepers operate with Seventh Fleet.

Joint Mine Force Exercise Is a Clean Sweep

Minesweeping units of the U. S. Seventh Fleet and the Philippine Navy should be even more proficient now. They have recently completed a week-long joint mine-sweeping exercise in the vicinity of Corregidor Island, Philippines.

Ships participating in the joint exercise included the Seventh Fleet minesweepers *USS Conquest* (MSO 488), *Esteem* (MSO 438), *Gallant* (MSO 489), *Illusive* (MSO 448) and the Philippine ships *RPS Zamboanga* (M 56) and

Zambales (M 55). Aircraft of Seventh Fleet Patrol Squadron 40, also took part in the exercise.

To achieve even further coordination, Philippine officers observed the exercise from the Seventh Fleet minesweepers, and other Philippine sailors participated in the mine-planting phases.

In addition to sharpening the effectiveness of the two participating countries' mine forces, the exercise evaluated the performance of the Seventh Fleet ships.



JOINT OPERATION — Philippine minemen work on sweeping gear on board *RPS Zamboanga* during exercises with U. S. Seventh Fleet.

of their action after the attack.

An early objective of the landing is to establish Marine aviation ashore.

Great strides have been made in improving capabilities for operating high performance aircraft in forward areas. The development of the Marine SATS (short airfield for tactical support) will permit high performance jet operation from two or three thousand foot runways instead of the usual seven or eight thousand. By utilizing portable aluminum matting, mobile catapult and arresting gear, portable fuel farm, control tower, CCA, Tacan, etc., this system will provide the Marines with an operational airfield within three days after a suitable site is taken.

By amphibious assault the U. S. can counter an aggressor — and sustain its power on a hostile shore. By amphibious action the U. S. can establish a base of operations from which the tremendous amounts of material required to wage modern war can be landed, to insure a quick victory in limited war (and can protect the independence of an area against aggression).

Why do you constantly have to learn about new gear and equipment? Why must you learn new maintenance techniques? Here's what the briefing had to say on that:

"The Navy cannot maintain its capability to fulfill its missions in all-out nuclear exchange, or the various gradations of limited war, with obsolete and worn out equipment. To maintain air effectiveness an orderly and continuous improvement and replacement program is an absolute necessity. The Navy and Marine Corps team has a tradition of preparedness for all levels of the threat and this ever-ready team has the will to preserve this worthy tradition with the necessary tools."

There's your Pentagon briefing. It doesn't, of course, cover all the billets in the Navy—but it does give all Navymen a larger view of what is what. It doesn't mention a lot of the equipment (hardware, they call it in the Pentagon) with which you have to work. But it does tell you, in large measure, what that equipment is standing ready to do, with you to handle it.

Next time you're on patrol or out on maneuvers, give it a thought—you'll see what you and your ship or plane fit into on the big scene.



The Landing Party

THE LANDING PARTY of USS *Yorktown* (CVS 10) has completed six days of intensive combat training on the beaches of Subic Bay, Philippines.

This training, called Operation Philippines, was participated in by all the members of the aircraft carrier's landing party, which is composed of six officers and 195 enlisted men.

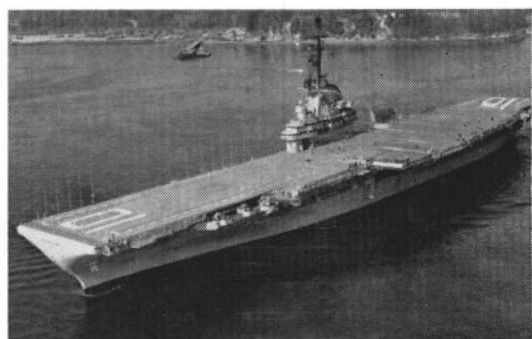
Serving as instructors, Navy corpsmen and Marines taught such subjects as first aid and field sanitation, arm and hand signals, fire team tactics, rifle platoon tactics, employment of machineguns and flame throwers, combat patrols, night fighting and rifle company tactics.

After "classroom" instruction was completed, practical training was held in the field. Live ammunition

was used for the sake of realism.

With Operation Philippines completed, *Yorktown*, a unit of the U.S. Seventh Fleet, continued her Far East cruise.

Clockwise from top photo: (1) Members of *Yorktown's* landing party charge from a Mike boat to establish a foothold on a rock-covered beach of Subic Bay. (2) An aerial photo shows the aircraft carrier *Yorktown* steaming in calm seas near the coast. (3) A Marine lance corporal operates a portable flame thrower. (4) Three *Yorktown* sailors watch closely as a white phosphorous grenade explodes in front of them. (5) Employment and proper handling of the .30-caliber light machinegun is demonstrated by two Marines from ASW support carrier *Yorktown*.





ON THE JOB — USS Morton (DD 948) and USS Midway (CVA 41) move alongside USS Pyro (AE 24).

Ammunition Ship

A NEW BREED of ships has joined the U.S. Pacific Fleet. Although they are little known, and almost as seldom seen as the *Flying Dutchman* of yesterday's sea lore, they have bolstered the war deterrent role of the Fleet.

Most of the mystery surrounding these ships is a natural byproduct of their mission: Handling and delivering naval ammunition and explo-

sives. They are among the first ships specifically designed and built to deliver that type of cargo to naval striking forces under any sea conditions.

They are the ammunition ships USS *Pyro* (AE 24), *Mauna Kea* (AE 22) and *Haleakala* (AE 25).

Typical of these ships is *Pyro*. *Pyro* cost \$17 million, was commissioned on 24 Jul 1959 and joined

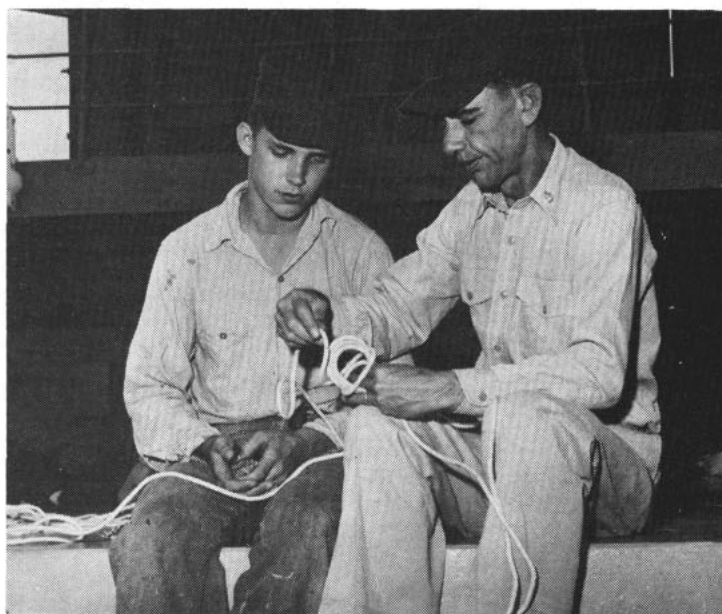
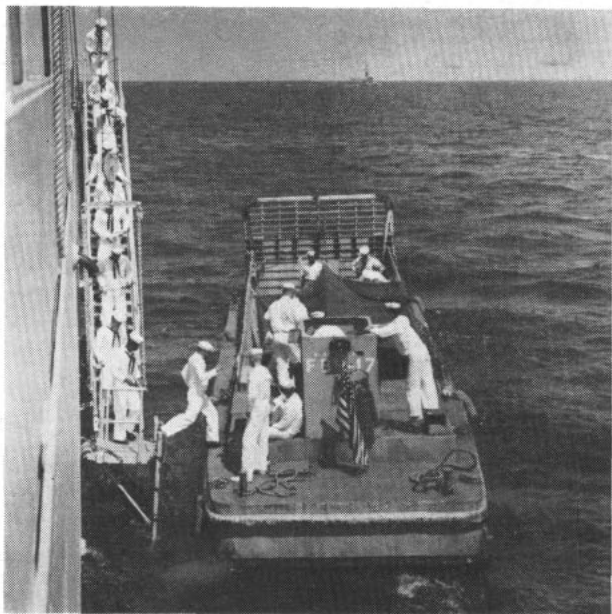
the Pacific Fleet in early 1960.

Even her name is appropriate — *Pyro* is a Greek word which means fire. The first U.S. Navy ship by this name was AE 1, which was commissioned in 1939 and stricken from the Navy list in 1946. In her day an AE's job was to haul ammunition up and down the U.S. coast between ammunition depots. She did make an occasional delivery to war-

SEA SHELLS — Ammunition is passed to carrier and (rt.) 5-inch shells head for DD while underway at sea.



ALL HANDS



FAR OUT—*Pyro* sailors board launch for long trip to shore. **Rt:** Marlinspike seamanship is passed on.

ships, but only when they were in port. Modern AE's are always busy.

TODAY'S *Pyro* is an ultra-modern, special cargo ship about the size and weight of a cruiser, and almost the only features she shares with her predecessor are the name and cargo designation. AE 24 is equipped to load, stow and transfer at sea the latest types of naval ammunition, missiles and explosives. *Pyro's* customers are aircraft carriers, cruisers, destroyers, guided missile frigates and any other type of warship which needs her products.

Her modern cargo-handling equipment includes such items as battery-powered fork lift trucks; double, electric cargo elevators; automatic hatch covers; and the most diverse and complete block-and-tackle array, cargo booms and allied superstructure rigging that has ever been installed on any U. S. Navy ship.

Constant-tensioning devices in her six huge king posts enable her to transfer single loads of tremendous weight and also to increase the speed and safety with which loads can be transferred. *Pyro* claims she can transfer ammunition to any type of present-day ship faster than the ship is able to receive it.

Pyro and her sister ships provide a power-packed ammunition belt for ships of the U. S. Pacific Fleet.

IF THE AVERAGE Navyman were asked to name the characteristics that he would like to find aboard his

next ship, his list would probably include the following—among others:

A comfortable bunk; air-conditioning; a pleasant messing compartment; a well-equipped crew's lounge; and lots of deck space.

If that man's next transfer orders were to assign him to one of the Pacific Service Force's new AE's, he would soon discover that his new ship had all this — plus a very im-

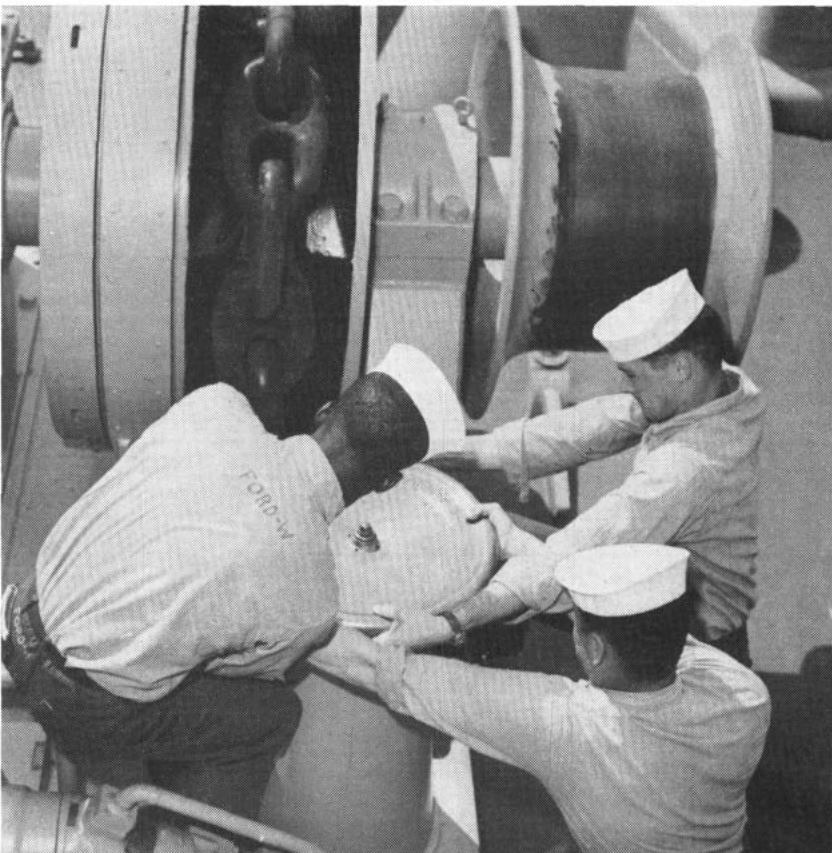
portant bonus.

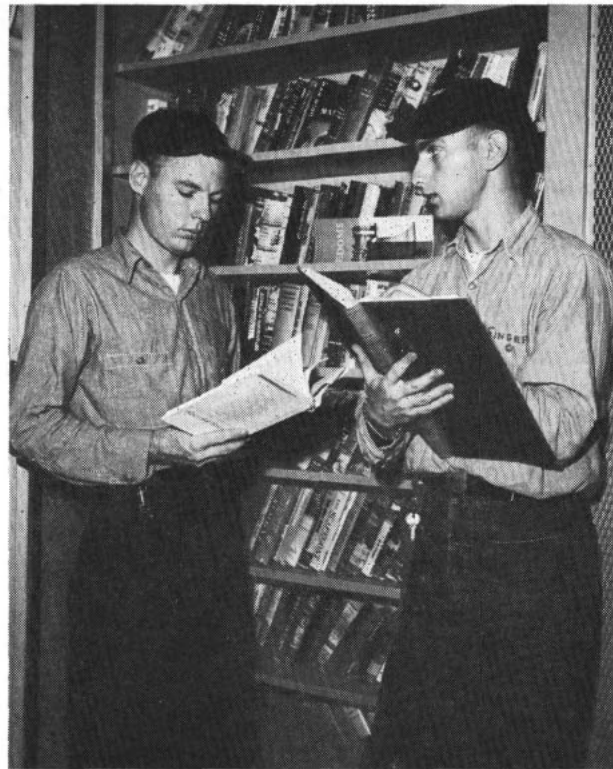
In the ammo ship *Pyro*, for instance, each of the crew's bunks has a built-in locker, swivelled ventilation outlet, fluorescent reading light and foam-rubber mattress.

All living and working spaces, including the cargo holds, are air-conditioned.

The crew's messing compartment is equipped with four-man tables

ANCHORS AWEIGH — Deck gang ups anchor as *Pyro* sets out to sea.





FUN TIME — Crew members relax with jam session on deck and (rt.) enjoy ship's well-stocked library.

that have upholstered swivel-type seats. The compartment is decorated with huge color photographs of landscapes, two giant wall-maps — one of the United States and one of the world — and curtained portholes.

The ship has two large crew's lounges. Each is equipped with a television set, radio-juke box outlets, games and game tables, and overstuffed furniture.

Near the lounges, there is a post office, a library, a barbershop, a laundry, a soda fountain and a well-stocked ship's store.

Pyro has an over-all length of 512 feet, and a beam of 72 feet. This gives her crew lots of deck space for recreation activities.

The important bonus of duty in *Pyro* is in the size of her crew. Although she is approximately the size

of a cruiser, she only has a destroyer-size crew. That small population in such a large area gives everyone plenty of elbow room — which is a rare commodity much appreciated by all Navy men.

AMMUNITION SHIPS are seldom found moored to a pier in a harbor. As a matter of fact, they are seldom found anywhere in a harbor. Their in-port habitat is normally the open sea several miles off-shore.

Veteran ammunition ship sailors swear that most destroyers set their special sea details just after passing an ammo ship's anchorage.

"An ammunition ship is probably safer than any other Navy warship," one veteran crewman of *Pyro* said. "We do carry more explosives than

the average warship, but on the new ammo ship, like this one, we are better equipped to handle and store them, and our crewmen are probably much more safety conscious."

"As for our distant anchorage positioning," he added, "it's just that extra little safety measure that the Navy always adds to all of its operations."

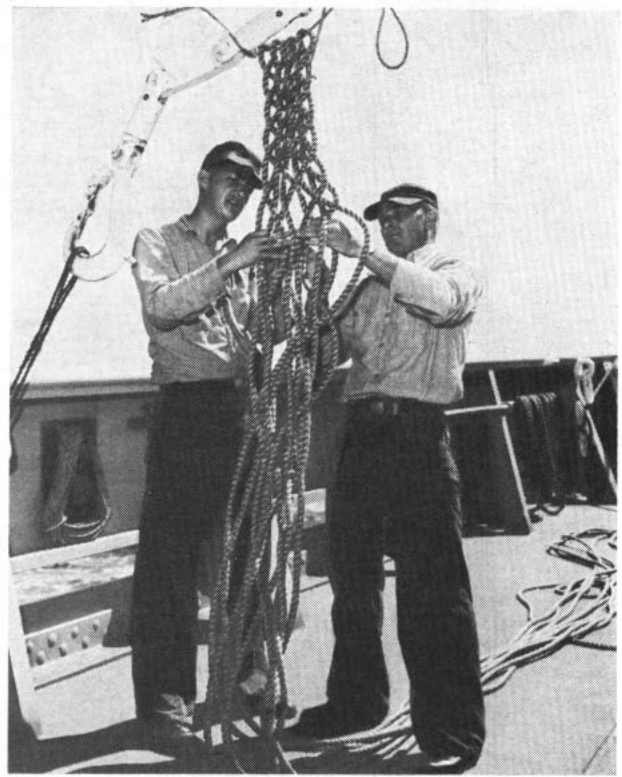
There are eight other ammunition ships in the Pacific Ocean, equipped to transfer at sea the latest in naval ammunition, missiles and explosives.

"Uss *Pyro*," says Chief Boatswain's Mate Paul Nelson, "has every conceivable kind of modern shipboard rigging."

"We also have every type of transfer-at-sea device that any other Navy ship has — and several things not

LOAD OF AMMO is brought up by elevator to deck, where fork-lift moves it to highline transfer point.





LINE WORK — Transfer lines are secured on overhead storage hooks. *Rt:* BMs start to make a cargo net.

found on any other type of ship," he added. They keep the crew on the go.

ONE LOOK AT *Pyro's* superstructure will convince you. Framing a spiderweb of steel wires and manila lines, six huge king posts dominate the "skyline" of this floating arsenal. Four of the towering structures are located forward of the bridge superstructure, two to starboard and two to port. The other two are aft, one to starboard and one to port.

Each of these king posts is the "guts" of a device that is the special delight of Chief Nelson and the other boatswain's mates in *Pyro's* deck department. It's called a "counterweight tensioning highline trolley device," or simply the "CWT."

Three large weights are mounted, like elevators, inside each of the king

posts. These weights keep the transfer line taut between *Pyro* and a receiving ship by compensating for the roll of each ship — with an up or down movement inside the king post.

One weight, two weights, or all three weights are used, depending upon the weight of the loads being transferred. If a transfer load exceeds the compensating weight of all three weights in a king post, a second king post is connected to the transfer line — giving compensation of up to six counterweights.

EFFICIENCY is of utmost importance in the operation of these transferring devices because of the nature of the loads that are transferred. Ammunition, explosives, and projectiles require more careful and

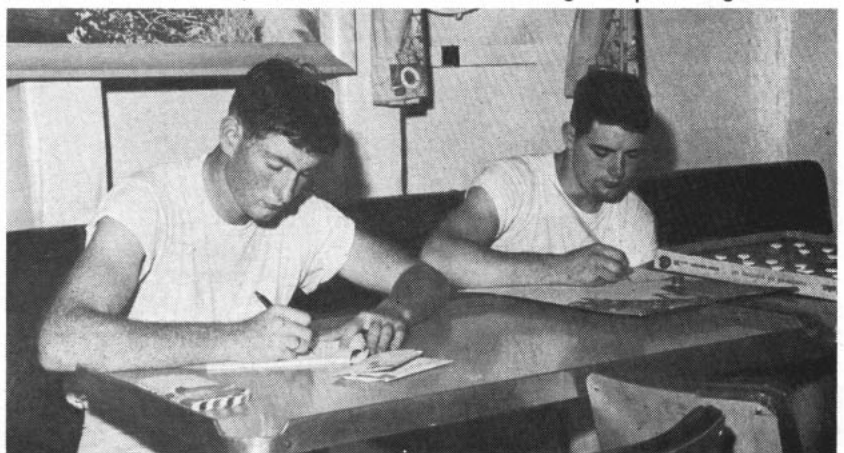
precise handling than ordinary stores. Designed for such efficiency are these towering king posts and their counterweights. The value of these devices is demonstrated time and again with *Pyro's* customer ships — the aircraft carriers, cruisers, destroyers and guided missile frigates of the Pacific Fleet.

In keeping with the traditional Navy policy of never putting all of its eggs in one basket, *Pyro* is also fully equipped with the conventional cargo-handling and transfer-at-sea booms, winches, and rigging.

"No other ship in the Navy gives a boatswain's mate as many opportunities to fully practice his profession," declares the Chief.

And that's pretty much how all the crew members feel about duty in this modern ammo ship.

BETWEEN CHORES — *USS Pyro*, of Service Force Pacific, rests at anchor. *Rt:* Lounge is put to good use.



A Tour

SURROUNDED BY THE SEA and known for centuries as the world's foremost sea power, Great Britain has long recognized the importance of a navy as a powerful instrument both in keeping the peace and in winning wars.

Since the year 1588, when Queen Elizabeth I's naval forces defeated the 132 ships of the Spaniards' Invincible Armada — from which battle the island nation emerged as "mistress of the seas" — this country has relied heavily on her sea service as a link with the members of the British Commonwealth of Nations and with her allies all over the world.

When Great Britain entered World War II her navy still rated as second to none. At the peak of the war her naval personnel numbered more than 700,000 men. But in six years of conflict her naval losses were terrific. In the battle to keep the sea lanes open, to feed her people, and to protect the flow of supplies necessary to the war effort, Britain's naval losses mounted to 730 ships, including five battleships, eight aircraft carriers, 26 cruisers, 128 destroyers and 77 submarines. The post-war years saw further re-



STERN VIEW — *Daring* class DD maneuvers during Med exercises. Below: Training session on *HMS Roebuck*.



With the Royal Navy

trenching of her fighting forces as Great Britain fought to pay her reconstruction bills and repay her debts.

Today, two decades after the Battle of Britain, what is the status of the Royal Navy? How big is it? How does it operate? What kind of ships make up Her Majesty's Fleet? These are questions of interest to the U. S. Navyman, because of our traditional ties with our British ally. Both our nations are members of the North Atlantic Treaty Organization, and both nations have been on the same side in three major conflicts of the 20th century.

Today, while very much smaller, the Royal Navy ranks high from the standpoint of the quality of her ships. The British Fleet rates third in size among the navies of the world, after the United States and Russia.

HERE IS WHAT ONE British government publication has to say concerning the importance of the Royal Navy today:

"Sea power, which is another name for naval power, is essential to this country. Without it, our world-wide trade, which is dependent almost entirely on merchant shipping, could not be maintained in time of war; our army could not be transported overseas to fight; nor would our shores be safe from invasion. As a national newspaper said in a leading article — 'Britain may be an unsinkable aircraft carrier, but without sea power she would be sunk.'"

A report to Parliament by the First Lord of the Admiralty, in February 1961, included the following summation: "In a continually changing political and strategic situation the special values of sea power — its mobility and flexibility — remain constant. Indeed these qualities have stood out more clearly as the number of British bases overseas has declined. Sea power can be quickly concentrated and brought to bear where it is needed . . . poised in readiness at sea without encroaching upon a country's sovereignty . . .

"As weapons become more and more destructive, it is more important than ever that local out-

breaks of violence should not be allowed to develop into full-scale war, with the attendant risks of nuclear conflict. Military power must be deployed quickly and effectively when trouble occurs, and this is a primary task of the Royal Navy."

ONE FACT WILL probably strike you with your first look at Great Britain's navy today. While the Royal Navy itself is very old, the British Fleet is very new. A large number of its ships have been commissioned since 1950, and there are very few ships in the Royal Navy that were built earlier than World War II.

Britain's modern navy has a total of 255 ships, of which 144 ships make up the operational fleet, with 41 additional ships engaged in trials and training, and 70 others serving as support ships and auxiliaries.

In addition, Great Britain has 323 ships in reserve, or undergoing long refit, modernization and conversion.

A further point Great Britain's navy-minded people will make in discussing the size of her Navy, is that the strength of the Commonwealth navies has greatly increased. Since World War II, 110 Royal

Navy ships have been transferred to Commonwealth navies. Among these were five flattops, eight cruisers and 32 destroyers and frigates. At the same time, British navy yards have been and are playing a big role in the expansion programs of the Commonwealth navies.

During 1960-61, British shipyards completed five frigates and an aircraft carrier for members of the Commonwealth. Under construction are three frigates for South Africa; and hundreds of Commonwealth officers and enlisted men attend training courses at Royal Navy schools each year.

THE ROYAL NAVY is broadly divided into two geographical groups:

- The *Eastern Fleet*, based at Singapore.

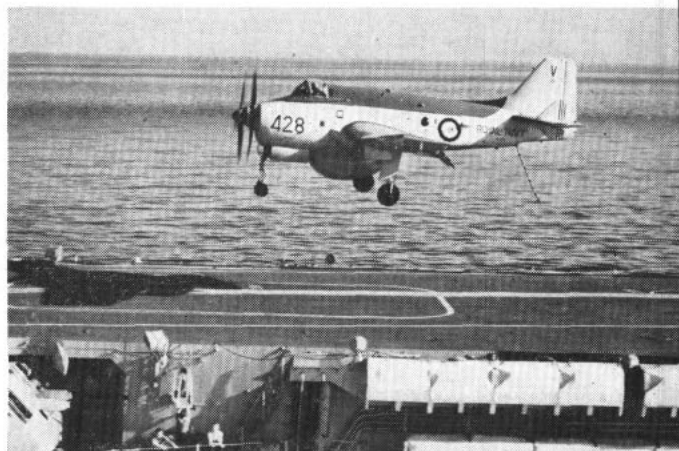
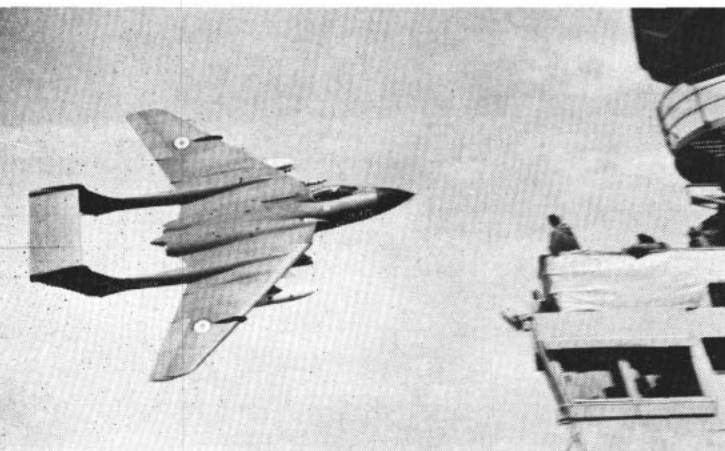
- The *Home Fleet* and the *Mediterranean Fleet*, collectively categorized as the "ships west of Suez," which are virtually interchangeable.

In addition there are fleet units at various locations, including the Far East, the Persian Gulf, the South Atlantic and the West Indies.

The Royal Navy today is designed to function along the lines of the

IN LINE—British aircraft carriers *HMS Victorious*, *Ark Royal* and *Hermes* make a pretty picture cruising in formation during operations at sea.





ROYAL NAVY all-weather fighter Sea Vixen banks around island. Rt: AEW Gannet returns from patrol.

"balanced fleet" concept—with modern carriers as her capital ships; ASW ships, including frigates with helicopters and hunter-killer submarines; fast new cruisers that are self-supporting, maintaining themselves for longer periods than ever before; plus Britain's small but versatile escorts.

Here is how the British Fleet looks today:

- **Aircraft Carriers** — Britain has four: HMS *Ark Royal*, *Hermes*, *Victorious* and *Centaur*. They are designated as the modern capital ship. Three are normally operational throughout the year, while the fourth is refitting. In addition is HMS *Eagle*, a sister ship of *Ark Royal*, which is undergoing extensive modernization.

- **Commando Carriers**—These are

assault ships, carrying Army men or Marine commandos. HMS *Bulwark*, with one commando embarked (the Marines are divided into five groups, each known as a commando), is serving east of Suez. Another ship, HMS *Albion*, is being converted to a commando carrier. Each will have the capability of transporting two commandos under wartime conditions.

- **Cruisers**—In commission are five cruisers (three of them brand new): HMS *Belfast*, *Bermuda*, *Tiger*, *Lion* and *Blake*. They serve the Royal Navy on the Home Station, in the Mediterranean and on the Far East Station.

- **Destroyers and Frigates** — They are known collectively as "escorts" in the Royal Navy. A total of 53 escorts (20 destroyers and 33 fri-

gates) are deployed throughout the world. In 1960 the Royal Navy added five new frigates to its fleets. In addition there are two destroyers and 17 frigates engaged in "trials and training."

Now under construction are four guided missile destroyers with surface-to-air missiles — to serve as escorts to carriers. During the past year the British government invited contract bids for two more guided missile DDs. They will have up-to-date missile systems, detecting devices and antisubmarine weapons. The first of this class, HMS *Devonshire*, is scheduled for completion in early 1962.

- **Submarines** — With the operational Fleet are 30 submarines, while on trials and training are two more subs. The Royal Navy's Home Submarine Flotilla consists of three submarine squadrons. In addition divisions are operating from Malta, Singapore, Sydney and Halifax.

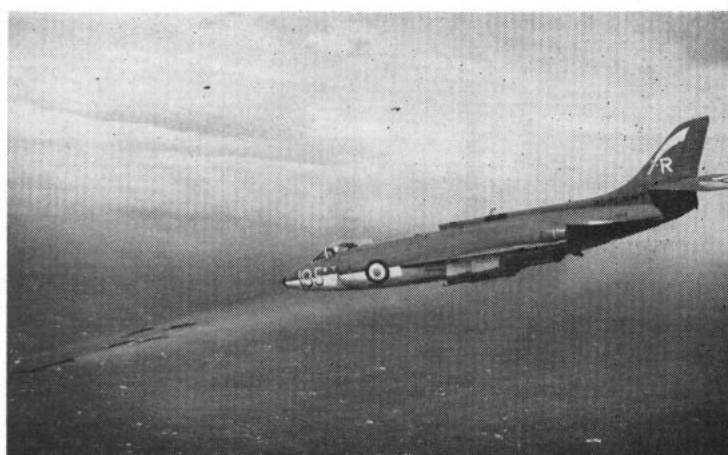
Great Britain's first nuclear submarine — now nearing completion — will be called HMS *Dreadnought*. A hunter-killer submarine, it will be equipped with highly sensitive detection gear and homing torpedoes. A second nuclear submarine has been ordered by the government, and most of its machinery will be of British make. It will be named HMS *Valiant*.

- **Minesweepers** — The operational minesweeping fleet is made up of 26 coastal and 12 inshore minesweepers. On trials and training are 12 more. These ships are based in the United Kingdom, Malta and Singapore. A number of inshore minesweepers are operating at Hong Kong.

- **Amphibious Ships**—The nucleus

ROYAL VISIT—Her Majesty Queen Elizabeth pays a visit to HMS *Eagle*.





STRIKING PAIR — *Buccaneer* and (rt.) *Scimitar* are fast jet strike aircraft of the British Fleet's air arm.

of this group is seven landing vessels, including a "landing ship headquarters." The Amphibious Warfare Squadron will be modernized with the addition of an assault ship of a new design. Similar to the U. S. Navy's LSD, she will launch her landing craft by ballasting to lower herself in the water until the well deck is flooded. She will serve as headquarters ship in the assault area, will sport a helicopter platform, and will be superior in range and speed to the currently operating LSTs in the squadron.

There are no battleships in today's Royal Navy. The last battleship, *HMS Vanguard*, was sent to the breaker's yard in August 1960. A sizeable number of ships in the Royal Navy today are less than 10 years old. Perhaps the two oldest ships are *HMS Protector*, completed in 1936, which serves as an ice patrol ship, and a converted commercial liner which is used as a heavy repair ship.

THE FLEET AIR ARM — The story of naval flying in Great Britain dates back to the year 1908, when the Admiralty ordered its first airship for reconnaissance purposes. The first naval officers were taught to fly heavier-than-air machines in 1911, and by 1914, the first year of World War I, the Royal Naval Air Service had been born. At the end of that conflict, the RNAS numbered 55,000 officers and men, plus more than 3,000 aircraft (primarily fighters and torpedo-reconnaissance seaplanes) and 50 airships.

A Royal Naval Air pilot made the first deck landing in 1917, and before the end of the war, *HMS Furious*, a converted battle-cruiser,

operated against the enemy as a carrier equipped with land-type aircraft.

In World War II the Fleet Air Arm (as it was now named) operated in the Atlantic and in the Pacific, in the Arctic and the tropics. There were 50 carriers, ranging from large flattops to converted merchant ship hulls with flight decks added. The naval air force numbered 64,000 officers and men by the war's end. There were 62 air stations in commission and over 3,000 aircraft in the Fleet Air Arm when the enemy surrendered.

In the years since then, the Royal Navy has pioneered in many advances in naval aviation. For example, Great Britain is credited with three important "firsts" that are vital to carrier flight today. They are the

angled flight deck, the *steam catapult* and the *mirror landing system*.

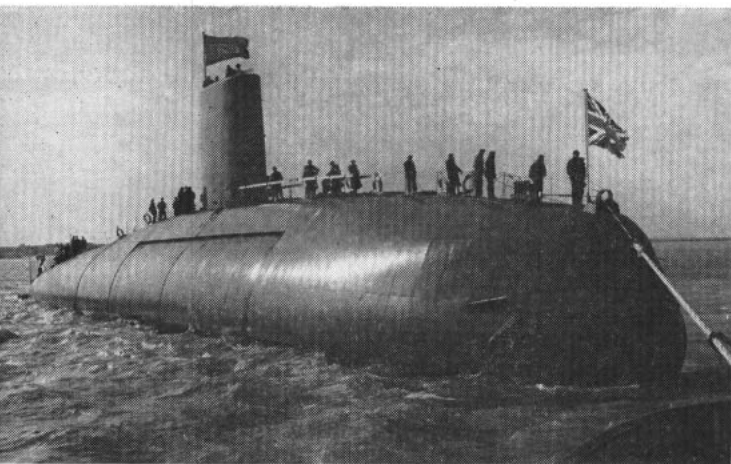
All operational carriers of the Royal Navy are equipped with the angled deck, and the steam catapult has been fitted in most operational carriers. The "batsman," Britain's name for the landing signal officer, is replaced by the deck landing mirror aid. The U. S. Navy was quick to put all three contributions to use in our own aircraft carriers.

TODAY'S FLEET AIR ARM aircraft have nuclear capability. Among the aircraft are:

- *Scimitar*, a strike aircraft.
- *Sea Vixen*, an all-weather, day-and-night fighter.
- *Buccaneer* — now coming into service — a high-speed, low-level strike aircraft, with lots of power.

ROYAL ESCORT — British frigate *HMS Torquay* makes hard right turn.





NUCLEAR-powered *HMS Dreadnought* is moved after launching. Rt: Cruiser *HMS Tiger* packs power.

- *Gannet*, an airborne early warning aircraft.

- *Whirlwind*, an antisubmarine warfare helicopter, for service in the commando carriers.

- *Wessex*, a commando helicopter. The first front-line *Wessex* squadron was embarked in *HMS Ark Royal* in the latter part of 1961. An all-weather, antisubmarine copter — it is a British version of one of ours — the *Wessex* has striking as well as hunting capacity, and carries homing torpedoes and "dipping asdic" (which is what the British call their form of sonar).

- *Westland P.531* — a light torpedo-carrying helicopter, which will be used on frigates for antisubmarine warfare. It is expected to increase greatly the speed and range of attack by the frigates in ASW.

Among the new weapons in the Royal Navy is a lightweight antisubmarine torpedo, British version of the U.S. Navy's air-to-sea torpedo. Production of this torpedo for use by Royal Navy helicopters was under way last year.

In the field of guided missiles, the Royal Navy has the *Seaslug*, a surface-to-air missile designated for guided missile destroyers, and the *Seacat* — a short-range anti-aircraft missile replacing the Bofors gun in frigates and destroyers. The *Seaslug* is a medium-range weapons system. The Mark II version of this missile, not yet in use, is faster and has greater range. It is scheduled for installation in the two newest guided missile destroyers.

ROYAL MARINES — Today's Royal Marine Force is nearing completion of its third century of service as a component of the British

Navy. It is probably the oldest Marine force in the world on continuous active duty, and it has a history dating back to 1664.

In the early days of the Royal Navy it had been usual to embark soldiers to help defend the ships and to land and fight on shore if necessary. For a long time the soldiers who were embarked were drawn from any regiment of the line that happened to be available, but in 1664 King Charles II ordained that a special regiment should be "prepared for sea service." This regiment was called the "Duke of York and Albany's Maritime Regiment of Foot," and it is from this regiment that the Corps of Royal Marines is directly descended.

Today the Royal Marines number 8,500 men and include five commandos. The RM commando units are highly trained and power-

ful, "at immediate readiness to move anywhere."

Commando service is one of three main tasks of the Royal Marines. The second is service in amphibious units, and the third is sea service in detachments in cruisers, operational carriers, and in frigates.

Marines are trained at the Royal Marines Depot at Deal, and receive their basic training as soldiers at the Infantry Training Centre, at Lympstone in Devon. Every Marine is trained as a commando.

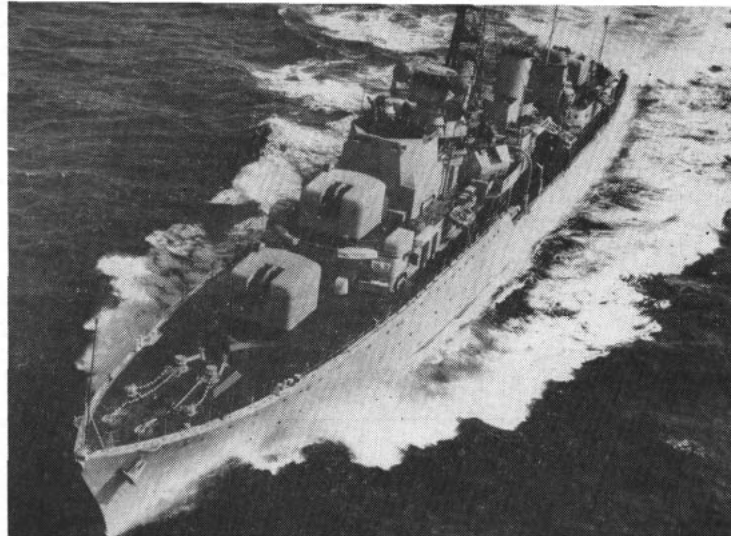
THE RESERVE FLEET — As in our own Reserve Fleet, since 1958 the Royal Navy has been carrying out a program for "re-shaping the Reserve." This has been a weeding-out process and a maintenance program, with the aim of building up a Reserve which will consist of sufficient ships of all classes, "held at short notice for service," in order to keep the operational Fleet up to strength, and to provide for the afloat support of the Fleet in emergency.

In the Reserve Fleet (including ships undergoing long refit, modernization and conversion) are 323 ships. This includes four aircraft carriers, three cruisers, 25 destroyers, 39 frigates, 24 submarines, 149 minesweepers and various other ships, such as landing vessels, mine-layers, depot ships and coastal craft.

While the Royal Navy is not nearly as big as it used to be, the ships of the Commonwealth navies (as already mentioned) have increased in number and power. The Royal Navy, of course, works in close co-operation with the Commonwealth navies. Royal Navy submarines, for example, serve not only with the

BIG PUNCH — *Seaslug* is launched.





AT SEA — Commando carrier delivers troops and equipment to trouble spot. Rt: HMS Daring off Malta.

Fleets of the United Kingdom, but with the navies of the Commonwealth nations. The Fourth Submarine Division operates under the control of the Royal Australian Navy, the Sixth Division with the Royal Canadian Navy. The Seventh Submarine Division is stationed at Singapore.

IN PEACETIME, the ships of the Royal Navy, like those of our own, follow a tough training schedule. They also take part in disaster relief, salvage and searches throughout the world. In a typical case, following a hurricane that hit the West Indies, the frigate HMS *Ulster* was busy carrying food, clothing and building materials to the islands of Barbuda, Anguilla, Sombbrero and Anegada. Three other Royal Navy ships took part in the rescue of a burning Norwegian tanker, despite the constant threat of explosion. After a week of towing and fire-fighting, they saw the tanker, its fires finally extinguished, at safe anchorage in Bahrain, in the Persian Gulf.

"Flag showing visits" — to foreign ports — are an important and traditional function. Her Majesty's Ships are to be seen all over the world, and not only at sea ports. Royal Navy ships have sailed up the Seine to Paris, up the Potomac to Washington, and more than a thousand miles up the Amazon.

The Royal Navy has a busy "exercise" schedule, which includes training with Commonwealth navies, and with NATO, SEATO (South-east Asia Treaty Organization) and CENTO (Central Treaty Organization). The United Kingdom performs an important job as one of

the leading nations in NATO. It participates in joint exercises in the Atlantic and the Mediterranean.

Typical of one of the largest of these exercises was a training maneuver conducted jointly by three NATO commands, SACLANT, SA-CEUR and CINCHAN (Channel Commander-in-Chief). A total of 120 ships of the Royal Navy joined in the exercise. Among the ships carrying out every aspect of naval warfare were two aircraft carriers, one cruiser, 27 destroyers and frigates, 37 minesweepers, 14 submarines, and 39 other vessels, including amphibious and support ships.

THE ROYAL NAVY is headed by the Admiralty, which compares roughly to our Navy Department. There is a Board of Admiralty made up of

six naval officers and three civilians. At its head is a civilian, called the First Lord of the Admiralty, who may be likened to our Secretary of the Navy. The other civilians are the Civil Lord who represents the Royal Navy in Parliament and the Permanent Secretary who heads the Civil Service in the Admiralty.

The top naval representative is the First Sea Lord, who is the British counterpart of our Chief of Naval Operations. There are Second, Third and Fourth Sea Lords responsible for various departments, and a Fifth Sea Lord who is responsible for Britain's Fleet Air Arm.

Today's Royal Navy numbers approximately 100,000 officers and men. To get a brief picture of the organizational setup of personnel serving in Her Majesty's Navy, turn to the article on the next page.

ON THE DOUBLE — Commandos board Whirlwind copters for training.





Leading Seaman



Chief Petty Officer



Commander

Britain's Bluejackets

IF YOU WERE LIVING in Great Britain today and were hankering to "go down to the sea," you could enlist in the Royal Navy as early as the age of 15, as a Junior Entry.

However, the British don't use the term "enlist" or "enlistment." You "sign on," and your term of service in the RN is an "engagement," which is a rather interesting way of putting it.

The Royal Navy is a very senior sea-going service, and many of its customs and traditions have become ours. But there are differences, and here are a few of them which should be worthwhile for the U.S. Navyman to know about.

Today, all recruits enter the Royal Navy (with the exception of a spe-

cial category known as the artificer apprentice) on a "Long Service and Reserve Engagement." That is, your enlistment would be for nine years, if you entered the Navy over the age of 18. Service under the age of 18 is not considered "reckonable service," so if you joined Her Majesty's Service at the age of 15, your "engagement" would not be up until you reached your 27th birthday.

After serving the first nine years of your "long service," you may volunteer to re-engage for an additional five years, and finally for a further period of eight years. This brings your total service to 22 years, thus qualifying you for a retirement pension, plus a "terminal grant"

which might be described as a lump-sum bonus payment.

If you don't choose to serve on active duty after completing the nine years you signed on for, the "Reserve Engagement" part of your contract goes into effect. That is, you automatically are enrolled in the Royal Fleet Reserve for a period of 12 years. While in the Royal Fleet Reserve you are paid a small daily "retainer," and you are liable to recall for service any time within the 12-year period in the event of a national emergency. Otherwise you can live a normal civilian life, following your regular pursuits.

TODAY THERE ARE a total of 39 different ratings in the Royal Navy,



Torpedo and Antisubmarine



Navigator's Yeoman



Bugler



Radar Plot



Physical and Recreational Training



Coxswain



Surveying Recorder



Diver



Gunnery



Boom Defence

more than double the number existing back in 1935. In 1913 there were a total of 17 enlisted ratings. Two decades later, the rating structure had been increased only by one, but the technological developments of recent years have been responsible for as great a change in personnel specialties in the British Navy as in our own.

Here is a rundown on the rating structure in today's Royal Navy:

Seaman
Sailmaker
Regulating
Tactical Communications
Radio Communications
Engine Room Artificer
Mechanician
Engineering Mechanic
Shipwright Artificer
Ordnance Artificer
Electrical Artificer
Electrical Mechanician
Electrical Mechanic
Radio Electrical Artificer
Radio Electrical Mechanician
Radio Electrical Mechanic
Writer
Stores (Supply)
Stores (Victualling)
Steward
Cook (Officer's)
Cook (Ship's)
Sick Berth

Aviation Ratings

Naval Airman (Aircraft Handler)
Naval Airman (Safety Equipment)
Naval Airman (Photographer)
Naval Airman (Meteorology)
Aircraft Artificer (Airframe/Engine)
Aircraft Mechanician (Airframe/Engine)
Naval Air Mechanic (Airframe/Engine)
Aircraft Artificer (Ordnance)
Aircraft Mechanician (Ordnance)
Naval Air Mechanic (Ordnance)
Electrical Artificer (Air)
Electrical Mechanician (Air)
Electrical Mechanic (Air)
Radio Electrical Artificer (Air)
Radio Electrical Mechanician (Air)
Radio Electrical Mechanic (Air)

LET'S TAKE A QUICK look at some of the ratings. Since the Seaman Branch is the largest in the Royal Navy, we'll start off with that. The

Junior Entry who at the age of 15 or 16 is recruited into the Seaman Branch, finds himself going through a period of indoctrination somewhat similar to that undergone by U. S. Navy recruits at Great Lakes Naval Training Center. However, the training period will be considerably longer, since the junior will be receiving educational instruction as well as naval training, and the recruit will be stationed on board landlocked "ships" called HMS *Ganges* or HMS *St. Vincent*. Both of these are actually shore establishments. Traditionally, the British call them by ships' names — and operate them as though they were ships. *Ganges* is located at a place called Shotley, near Ipswich, and *St. Vincent* is at Gosport, near the great Royal Navy base of Portsmouth.

Going up the naval ladder the new recruit starts off as a *Junior Seaman 2nd class*, then *Junior Seaman 1st class*. Now he has graduated from his ship on shore, and is ready to go to sea as an *Ordinary Seaman*. Next he is an *Able Seaman*, then a *Leading Seaman*. From there he may advance to *Petty Officer* in his specialty, and after that

become a *Chief Petty Officer*.

Looking at the list of ratings, you'll find that many of them are self-explanatory, but some are misleading, or perhaps confusing, to us. For example, the ship's writer is not a journalist; he would be listed as a yeoman in the U. S. Navy. And a chief yeoman in the Royal Navy is actually a signalman.

THIS IS HOW the various ratings in the Royal Navy fit into the different branches:

• **Seaman Branch.** Ratings include seamen who specialize in several categories, including gunnery, torpedo and antisubmarine; radar plot, surveying recorders, boom defense, sailmaker, coxswain, physical and recreational training, and diver.

• **Communications Branch.** Ratings include tactical communication operator (advancing to communication yeoman), and radio communication operator (advancing to radio communication supervisor).

• **Engineering Branch.** Ratings include engine room artificer, engineering mechanic, and mechanician.

• **The Fleet Air Arm.** Ratings in-

BRITISH NAVYMEN man stations on enclosed bridge of HMS *Tiger*.





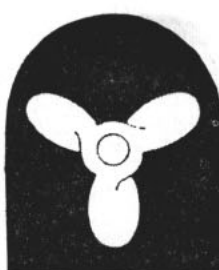
Sailmaker



Regulating



Tactical Communication
Operator



Engineering Mechanic



Mechanician

clude junior naval airman, advancing to naval airman second and first class, leading airman, petty officer airman and chief airman. Also includes aircraft artificer, naval air mechanic and aircraft mechanic, in the fields of airframes, aero-engines and aircraft ordnance.

- **Electrical Branch.** Ratings include electrical artificer, radio electrical artificer, electrical mechanic (leading to electrician), electrical mechanic, radio electrical mechanic (leading to radio electrician), radio electrical mechanic, and their air equivalents.

- **Supply and Secretariat Branch.** Ratings include writer, stores assistant (S) (Supply) and stores assistant (V) (Victualling), cook (O) (officer's cook), cook (S) (ship's cook) and steward.

- **Sick Berth Branch.** Rating includes sick berth attendant (leading to sick berth petty officer).

- **Shipwright Branch.** Rating includes shipwright artificer.

- **Ordnance Branch.** Rating includes ordnance artificer. (Ordnance categories in aviation come under the Fleet Air Arm.)

- **Regulating Branch.** Ratings begin with leading patrolman, and go up through regulating petty officer to master-at-arms.

The difference between the terms *mechanic* and *mechanician* may leave you somewhat confused, as does the word *artificer*. The rating

of mechanic goes way back to the Royal Navy of pre-World War I days, and so does the term artificer. A mechanician may be described as a mechanic, only more so, that is with broader training. A man may start off as a mechanician apprentice, or he may be selected from a suitably qualified mechanic rating and given additional training. This training as a mechanician is comparable to serving what is called a "full trade apprenticeship."

Still higher in the echelon are the artificers. As an example, in the Engineering Branch, the artificers man all the most important positions in the engine and boiler rooms. In today's Royal Navy the artificers generally enter the service through a special "artificer apprentice" program, which provides for a five-year training period said to equal the "finest engineering training in the world."

In return for their skill and knowledge, artificers receive higher pay than other naval ratings, and quicker advancement. They are also offered excellent chances of promotion to officer rank.

Successful candidates for artificer apprenticeships start their naval careers at HMS *Fisgard*, a special training establishment at Torpoint. The first eight months of this five-year period is the same for all; then the trainees enter their particular specialties. At the end of 16

months the apprentices go to different establishments to complete their training, receiving both theoretical and practical instruction in the operation and upkeep of the machinery and other equipment for which they will be responsible.

At the end of their fourth year, after successfully passing an examination they are rated artificer third class. On successful completion of their final year's training they are advanced to artificer second class, acting, a petty officer rating. An artificer may advance to a chief petty officer rating between the ages of 23 and 26, considerably faster than in the other branches of the Royal Navy. Because of the cost and length of their training, artificer apprentices must sign on for an active-duty "engagement" of 12 years, over the "reckonable" age of 18.

Enlisted men in the Royal Navy have an opportunity to be selected for officer commissions on either the General List (through a program known as the "Upper Yardmen" scheme) or on the Special Duties List. Eligibility is dependent on their age and their special qualifications. The various officer categories are discussed in further detail below.

THE OFFICER CORPS in the Royal Navy is not unlike that in the U. S. Navy, but as we have seen in the enlisted groups, there are differences. Officers may be grouped in four categories:

- **The General List**—This is the main body of officers of the Royal Navy, ranging from cadet to Admiral of the Fleet. Within this group, officers may go into three specializations: Seaman, Engineer, or Supply and Secretariat. These are the "career officers" and, generally speaking, they are graduates of the Britannia Royal Naval College, at Dartmouth, or the Royal Naval Engineering College at Man-



Electrical Mechanic and
Radio Electrical Mechanic
(with appropriate letter
in center)



Good Conduct Badges



Electrical and Radio
Electrical Mechanician
(with appropriate letter
in center)



Sick Berth



Aircraft Mechanician



Naval Airman
(with appropriate
letters beneath)



Radio Communication
Operator



Supply and Secretariat
(with appropriate letter
in center)

adon. A selected number of officers on the General List are obtained from the enlisted ratings and from officers serving on the Special Duties List.

• **The Special Duties List** — This might be compared to the Limited Duty Officer and the former Warrant Officer programs in the U. S. Navy. The officers on the Special Duties List are promoted from highly qualified enlisted ratings, between the ages of 25 and 34. They may advance in rank from sub-lieutenant up through the grade of commander. They are selected on the basis of professional ability and personal and leadership qualities.

• **The Supplementary List** — These are officers entered in the Royal Navy for limited periods, generally for five years or twelve years, to fill vacancies in particular specializations. At present the list is open for seaman officers, electrical officers, and pilots and observers. Upon completion of this service they receive a sizable tax-free gratuity. (Some officers in this category are eligible to continue on active duty and qualify for retirement.)

• **The Instructor, Medical and Dental Specialist Branches and the Chaplaincy Service** — Graduates in these fields enter the Navy either as career officers or for specified terms, that is for "permanent engagement" or "short service engagement."

THE BRITISH EQUIVALENT of the Naval Academy at Annapolis is the Britannia Royal Naval College, Dartmouth.

An applicant enters Dartmouth as a cadet, and is provided, free of charge, with tuition, board and lodging, and articles of uniform and clothing. He also receives the sum of 12 shillings and sixpence a day (\$1.75), from which is deducted a certain amount for recreational and other expenses. This allowance is

increased when he becomes a midshipman.

His first year as a *cadet* is spent training at the Dartmouth College, and during this first year he is given a short period at sea in the Training Squadron. Then follows a year at sea in the Fleet as a *midshipman*. The third and fourth years, in the case of candidates in the Seaman and Supply and Secretariat specialties, are back at Dartmouth, where he concentrates on academic and professional naval courses. At the end of the fourth year the candidate obtains his commission and joins the Fleet in the grade of acting *sub-lieutenant*.

In the case of engineering specialists, the third year finds the officer candidate leaving Dartmouth to begin a three-year engineering course at the Royal Naval Engineering College, Manadon, or taking specialized training at Cambridge University.

Certain candidates who apply for a "short term commission" go to Dartmouth for just one year and then are appointed midshipmen for a year's training at sea. They then obtain Certificates of Competence and Watchkeeping Certificates, and are eligible to be promoted to sub-lieutenant and lieutenant as they progress during their short term of active duty. Some officers in this group are eligible to apply for a permanent commission and continue in the naval service.

The training of Royal Marine officers is approximately three years, and includes a series of courses to equip them for their duties ashore and afloat, plus one year's service in the Commando Brigade. There are no cadets in the Royal Marines; a candidate enters as second lieutenant on probation, and is promoted to acting lieutenant after two years and four months. Upon successful completion of his three-year course he is confirmed as a lieutenant.

Here are the ranks of officers of the Royal Navy and Royal Marines:

Royal Navy	Royal Marines
Cadet	
Midshipman	2nd Lieutenant
Acting Sub-Lieutenant	Acting Lieutenant
Sub-Lieutenant	Lieutenant
Lieutenant	
Lieutenant-Commander	Captain
Commander	Major
Captain (with less than 6 years' service in rank)	Lieutenant-Colonel
Captain (after 6 years' service in rank)	Colonel
Rear-Admiral	Major General
Vice-Admiral	Lieutenant-General
Admiral	General
Admiral of the Fleet	

This, very briefly, is a picture of the officer and enlisted structure in the Royal Navy of our ally, Great Britain. You'll find many other similarities, and differences, that are interesting and worth discussing. But the purpose here has been to whet your appetite. If you want to know more about the British Navy and its long and colorful history, there are many books on the subject. Check your ship or station library.

LOOKS FAMILIAR—Bos'n's pipe is sounded aboard HMS Wild Goose.



LETTERS TO THE EDITOR

Requesting Submarine School

SIR: About six months ago I submitted a request for initial submarine training. At that time I was an RMSN serving a tour of shore duty. I have since been transferred to a ship, and have been advanced to RM3.

Must I resubmit my request, or do I just wait for some sort of answer to the first one? — R. K., RM3, USN.

• Your request for submarine school is on file in the School Assignments Section of the Bureau of Naval Personnel. Approximately 150 other requests from RMs are also on file. The very earliest you could be ordered to sub school would be about April 1962.

Normally, if a man is transferred after being placed on a waiting list, he should advise the submarine school assignment desk (Pers B2131) of his new duty address.

When your turn comes up for orders to submarine school, your command will be asked for an up-to-date evaluation. If you do not receive orders by April, you may resubmit your request indicating thereon the approximate date of your earlier request. — Ed.

Geneva Conventions I.D. Card

SIR: Perhaps I am misinterpreting Article B-2106 of the BuPers Manual, but I contend an individual needs only one Geneva Conventions Identification Card, DD Form 528, and that the duplicate card mentioned in the article means the Armed Forces Identification Card, DD Form 2N (Active).

I have found in many service jackets two Geneva Conventions cards, and I know many real sharp Navymen in the administrative field who insist two Geneva ID cards are required.

Am I right? — W. F. F., HM1, USN.

• You couldn't be more correct.

Those real "sharp" men apparently read only the part of Article B-2106(I) which says: "The Geneva Conventions of 12 Aug 1949 for the Protection of War Victims provide for the issuance of identification cards in duplicate to persons who are liable to become prisoners of war. In the event of capture, one card will be surrendered to the capturing authorities, and the other card will be retained on the person of the individual so that he may identify himself at all times."

If you read only this part of the article, it could be interpreted to mean that two Geneva ID cards are required.

However, following this is the explanation which makes it all clear. The article continues, "The Geneva Con-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

ventions Identification Card, DD Form 528, is issued to naval personnel, serving on active duty, for surrender in the event of capture. The Armed Forces Identification Card, DD Form 2N (Active), is the card retained by the individual at all times."

This explanation leaves little doubt as to the meaning of the first part of the article. — Ed.

Permanent and Temporary LDOs

SIR: I have a question concerning Limited Duty Line and Unrestricted Line officer designations. Can an LDO with a temporary appointment switch to the Unrestricted Line with a temporary or permanent appointment and eventually advance to flag rank with permanent appointment, or must he forever remain a temporary LDO, limited to the grade of CDR? — J.B.L., YN2(SS), USN.

• Permanent LDOs may apply for transfer to the Line or Staff Corps and still retain their permanent officer status. A board meets each February to consider such requests (see "BuPers Manual," Art. C-1317).

Temporary LDOs may apply for transfer to the Unrestricted Line or

Color Blindness

SIR: Quite a few people have told me that color blindness will disqualify a man for enlistment in the Navy.

I am color-blind. Does this mean I won't be permitted to reenlist after I have served my present enlistment? — L.A.B., DK3, USN.

• You can reenlist. Color blindness was eliminated as a disqualifying defect for enlistment and reenlistment by BuMed Notice 6110 of 6 Nov. 1961.

However, some Navy billets require color perception. Color blindness would disqualify you for such duties of course, and prevent your taking special training for them. — Ed.

Staff Corps in accordance with BuPers Inst. 1120.12H, which outlines the Regular Navy Augmentation Program. If accepted, these officers receive permanent commissioned status, and thereafter compete with their contemporaries on an even keel. There is no limitation on the promotion of officers selected for augmentation. A selection board meets each quarter to consider applications.

Incidentally, temporary LDOs automatically become permanent LDOs upon promotion to the grade of LCDR. — Ed.

Rating Abbreviations

SIR: We Fleet Reservists are having a little argument about the official name of the rating BTC. I claim it is derived from the old CWT (Chief Water Tender) rating and now means Chief Boiler Technician. Am I right? — A.O., ex-USN.

• Sorry, you are wrong about the present meaning of BTC. It is Chief Boilerman.

You were apparently trying to be logical and assume that everyone is a technician of some sort in today's Navy. Logic doesn't always work.

Here's what happened: When, in 1948, the Water Tender rating became outmoded and became Boilerman, there had to be an abbreviation of some sort for the rating.

BM would, of course, have been the best abbreviation, but Boatswain's Mate had been using BM for a good many years. BT was adopted instead.

In 1956 the Boilermaker rating was established, and again the BM initials would have been appropriate. BR, however, was chosen this time. BRs are many times mistakenly called boiler repairmen.

There are several other ratings in the Navy in which this same situation exists, and you are not the first man in or out of the Navy to be wrong about one of them. — Ed.

Military Status of OIC

SIR: I would like some clarification concerning the status of our commissary store.

I maintain the only reason the commissary has an officer-in-charge, a separate allowance, a diary and a listing in the Catalog of Naval Shore Activities is that it is under a different sponsoring bureau (Supplies and Accounts) than the Naval Air Station at which it is located.

I also think it is a part of the station, similar to a department.

The commissary store maintains it is an activity separate from the station, and that the only reason the station maintains its records, prepares its diary and administers non-judicial punishment and courts-martial for its personnel is because it desires this action.

The officer-in-charge of the commissary store, and his assistant, are ordered to report to the station CO for duty, as are all but two commissary personnel.

Can you give me the correct information on this subject?—W.C.C., PNCS, USN.

• All commissary stores are established by the Secretary of the Navy in a SecNav Establishment Notice as an individual activity of the Navy generally under the military command of the activity where each store is located.

They are under the military command of the commanding officer of the activity where they are located because they are support-type activities and, as such, must be responsive to the needs of the commands they serve.

Commissaries are not staffed to provide such services as legal assistance and personnel record maintenance.

These officers-in-charge do not, unless specially and specifically authorized, hold courts-martial or have non-judicial punishment authority.—Ed.

Backing and Veering, of the Wind

SIR: In the July 1961 ALL HANDS you say that when the wind shifts in a clockwise direction it veers, and when it shifts in a counter-clockwise direction it backs. This statement only covers the northern hemisphere.

Hydrographic Office Publication 220 says: Back, of the Wind—To change direction in a counter-clockwise direction in the northern hemisphere and a clockwise direction in the southern hemisphere.

Veering, of the Wind—To change direction in a clockwise direction in the northern hemisphere, and a counter-clockwise direction in the southern hemisphere.

Hydrographic Office Publication No. 9, Bowditch's *American Practical Navigator*, says: When the wind shifts clockwise in the northern hemisphere and counter-clockwise in the southern hemisphere, it is said to veer. When the wind shifts counter-clockwise in the northern hemisphere and clockwise in the southern hemisphere, it is said to back.—Robert D. Kemp, QM1, USN, USS Richard S. Edwards (DD 950).

• You are right—by those books—but we contend that we are right by common and international usage. The U. S. Navy Hydrographic Office tells us that most marine glossaries, especially those which include sailing ship terms, use our definition in either hemisphere. These reference books go even further and use the terms to describe a change of wind in reference to an individual



NAVYMEN AND SAFETY superintendent of Naval Station, Long Beach, Calif., check traffic safety chart with Long Beach police officer.

ship. Thus, when the wind shifts from abeam towards the bow, it is said to haul forward. On the other hand, when it changes toward the stern, it is said to veer aft.

The International Meteorological Congress, in 1905, defined "backing of the wind" as a shift in a counter-clockwise direction, or from north through west, south, east, and returning to north, in either hemisphere. A shift of wind in the opposite, or clockwise direction is further defined as "veering or hauling of the wind." The experts of the U. S. Weather Bureau quote the "Glossary of Meteorology," published by the American Meteorological Society in 1959, as stating that our definition is still the internationally accepted usage for the terms. However, the glossary further states that the definitions you cite from Hydrographic Office publications have widespread usage among

meteorologists in the United States.

The use of the terms veering and backing has been discussed in several meetings of the International Meteorological Committee. It has been suggested that more correct terms to describe a change in wind direction might be right or clockwise and left or anti-clockwise. This might be better, or it might only introduce additional terms to further confuse the situation.—Ed.

Two or Three-Year Tour

SIR: In reference to your explanation of sea and shore assignments for YNs after being graduated from "A" School (ALL HANDS, September 1961): You indicate that all YN "A" school graduates receive three years of shore duty, if their enlistments are for six years. When I was graduated from YN school they sent me to Washington, D. C., for duty, where I served from May 1959 until June 1961, that is, two years. I was then transferred to a minesweeper in Charleston, S. C., without benefit of the three years ashore. What happens?—R. L. W., YNSN, USN.

• First of all, you overlooked a couple of big ifs. Some (not all) "A" school grads on a six-year hitch are assigned ashore for three years, if they request shore duty and if a need exists for their talents ashore. This doesn't mean (to repeat something we pointed out in the September letter to which you refer) that all "A" school grads will definitely be assigned to shore duty. In your case, however, all this doesn't mean much. When you were assigned ashore, the three-year tour had not been established. Had it been, you probably would have received a tour of that duration, rather than your two-year shore assignment. The official word on this subject is contained in BuPers Notice 1306 (12 Sep 1960) and "Enlisted Transfer Manual" (7.22-d).—Ed.



ROWS OF CROWS—Certificates and gift 'crows' for 280 newly rated POs of USS Lake Champlain (CVS 39) are checked by the CO.



HOME SHOW—Arriving at Newport, R.I., from Operation Unitas II, two USS Norfolk (DL 1) sailors display symbolic dress of South Americans.

Super Chiefs on Seavey

SIR: In June 1961 I submitted my Seavey card, on which I asked for instructor or recruiting duty as primary choices. Since then I have been told that master chiefs are not being considered for this type of duty.

If this is correct, I would like to revise my shore duty preferences. Otherwise I stand very little chance of being assigned to an area of my choice. —K.E.P., AMCM, USN.

● You've actually been hearing a little of what's happening now and a little of what was proposed several years ago.

Master chiefs are assigned under the same Seavey-Shorvey procedures as other chiefs. It was proposed, at the time the warrant officer program was curtailed, that all E-9s be assigned by the warrant officer assignment desk. This proposal has since been disapproved, however, and master chiefs will continue to be assigned by enlisted personnel distribution centers.

E9s are, therefore, being assigned to both instructor and recruiting billets. —Ed.

Volleys at Military Funerals

SIR: Can you tell me why three volleys are fired at military funerals and give me the origin of the word volley? —C. P. R., SFCS, USN.

● Like many customs, that of firing volleys at funerals is lost in the mists of antiquity and authorities vary as to its origin and significance.

We consulted a volume which we consider authoritative, Naval Customs, Traditions and Usage—by VADM Leland P. Lovette, USN, (Ret.). Here, in essence, is what he has to say on the subject.

Firing volleys at military funerals is

probably a holdover of the ancient custom of making loud noises in order to drive away evil spirits which escaped from the hearts of the dead.

The custom is at least as old as ancient Rome, and has been used by many peoples throughout history. The use of firecrackers to frighten away evil spirits is still customary in the Orient today.

The reason behind the firing of three volleys is also lost in ancient history. In ancient Roman times, the name of the deceased was pronounced three times and the word vale meaning farewell, was thrice repeated over the body. Volley and vale are pronounced more or less the same, which may account for the origin of the word volley.

History is full of instances in which three is used as a mystic number. It is the number of the Christian Trinity



INCOMING mail delivered at sea by COD flight plane is stacked on flight deck of USS Ranger (CVA 61).

and literature is replete with references to three in a mystical sense.

Volleys do not have to be fired over the grave and they are not always used at military funerals nowadays. There have been instances when the firing of volleys has had an unsettling effect on the bereaved. The firing of volleys is left to the discretion of the next of kin. —Ed.

Roosevelt Hook-Up Times

SIR: During recent weeks, the boatswain's mates and deck seamen of the First and Second Divisions aboard the attack aircraft carrier USS F. D. Roosevelt (CVA 42) have achieved the following hook-up times (from "messenger on deck" to "commence pumping") with Fleet oilers of the Sixth Fleet.

Station No.		Time Minutes	
1	AvGas	3	USS Salamonie (AO 26)
3	NSFO	3	USS Salamonie (AO 26)
		(Twice)	3 USS Aucilla (AO 56)
5	JP5	7	USS Aucilla (AO 56)
7	NSFO	3	USS Salamonie (AO 26)

It should be noted, too, that our Station No. 5 is a double rig, and times include hooking up both hoses. Also, all of our single-hose rigs have been with USS Salamonie, the oldest oiler in active naval service.

We feel that we may have set some records. Through stating our case in your column, we hope to find out from other readers just how good we are. —E.T.F., BM2, USN.

● We're not going out on a limb—but those are mighty good times. We imagine you'll be hearing from our readers. —Ed.

Choice of Ship

SIR: I was very interested in an article in your October issue on ships to be commissioned within the next 18 months.

I spent my first hitch in the Navy aboard a destroyer, and consider myself a destroyer-cruiser type of sailor. Since my first hitch, however, I have had every kind of duty except the kind I like best.

Since the Navy is building a lot of new ships, especially DLGs and CLGs, I think my chances for getting assigned to one of them should be pretty good. The trouble is, I don't know how to go about putting in a request for that kind of duty.

If you can tell me how many of these ships are being assigned to the Pacific Fleet and how to get on board one, I'm on my way. —J. R., JR., SD3, USN.

● The first step for you to take is

to submit a NavPers 1339 via your commanding officer to CO, EPDOPAC, requesting the assignment you want.

Any other information (well, almost any other information) you may want concerning assignment to new construction can be found in Chapter 15 of the "Enlisted Transfer Manual" (NavPers 15909A).

With regard to the number of ships being assigned to the Pacific Fleet, we will pass on to you the answer we received when we inquired. "Sorry, that information is classified." — Ed.

Destroyermen, Hear This

SIR: The Naval Destroyer School, Newport, R. I., is engaged in a search for black and white photographs of destroyers in action. We have attempted to obtain such photos through standard Navy sources, but have found, for the most part, that about the only pictures available are of ships entering port or proceeding independently.

The object of our search is to provide action photos which are suitable to exhibit in the lobby and passageways of the school: DDs making full power runs; engaged in high speed maneuvers; during storms; while firing guns, etc.

We suspect that amateur shipboard photographers take thousands of such pictures each year. If anyone has a sharp negative, we would be happy to make a mural-sized print and display it at the school. Credit will be given the photographer. Black and white negatives, preferably made from a fine-grain film, are what we need. After we've made display copies, we'll return the negatives to the donors.

— T.E.B., CDR, USN.

• *Negatives should be addressed to the U. S. Naval Destroyer School, Attn: CDR T. Bass, Newport, Rhode Island.* — Ed.

Name for Lake Champlain Hero

SIR: While doing some research on old ships (my hobby) I noted a brief reference to *uss Cassin* (DD 372), a World War II destroyer. The name *Cassin* is not a common one, and I am curious regarding the background of the ship and the man for whom it was named. — T. C. C., ex-USN.

• *uss Cassin was named in honor of CAPT Stephen Cassin, USN, who entered the Navy as a midshipman in 1800, served with distinction in Tripoli and commanded Ticonderoga in the Battle of Lake Champlain (War of 1812). For the latter he was awarded a gold medal by Congress—for "gallantry in repelling repeated attacks by four enemy gunboats." He died 29 Aug 1857.*

The destroyer *Cassin* was launched on 28 Oct 1935; Mrs. Helen Cassin Lombard, a great-granddaughter of the captain, served as sponsor. *Cassin* was



SITTING PRETTY — Queen of *USS Turner* (DDR 834), Miss Elizabeth Karpen, poses with her escort, Edward Reszkowski, RMSN, USN.

listed as "lost" after the attack on Pearl Harbor, but, in 1944, came back to earn seven battle stars. She was taken out of commission in 1947. — Ed.

Air Gunnery Score

SIR: We have been unable to uncover any instance where the competitive gunnery results of an F8U squadron have come even close to the scores chalked up by the pilots of VF-91 in the air-to-air exercises at Yuma, Ariz., this spring.

So far as we know, our Alameda, Calif., based squadron shattered all COMPEX scores to date for both Atlantic and Pacific Fleet F8U exercises.

For gunnery at 20,000 feet, 17 of our pilots scored two E's and received 10 qualifying marks. At 30,000 feet, six more E's and two qualifying scores were added, and in air-to-air camera exercises at 40,000 feet, we racked up 12 more E's and still another qualifying score.

We think these results are nothing short of amazing, considering the complexity of the equipment, logistical requirements and required coordination. It is a good example of what can be accomplished by an air squadron after months of intensive preparation and work on the part of all hands.

An additional result has been achieved from these gunnery successes. This is the inculcation of a genuine "go-get-em" spirit in all pilots and crewmen, which is most essential in a fighter squadron.

Therefore, VF-91 throws down a challenge to other Crusader squadrons. Beat it, if you can. — C. E. Rich, CDR, USN.

• *Any takers?* — Ed.

Delta Drum and Bugle Corps

SIR: Your featured article on the Navy's unofficial musicians (*ALL HANDS*, April 1961) was read with great interest on board the Pacific Fleet's *uss Delta* (AR 9). We regret our own musical organization—the *Delta Drum and Bugle Corps*—was not far enough along in organization to be included in your story.

To our knowledge, the *Delta Drum and Bugle Corps* is the only one based aboard ship, and one of the few in the naval service. (We know of drum and bugle corps at the Naval Academy, some NROTC Units and the NTCs.)

The *Delta* corps is completely equipped with valve bugles, and our musicians have a large and varied repertoire. The reputation of the group is spreading, and many requests for special showings are coming in every month. The departures and arrivals of ships based at Long Beach, Calif., our home port, are now marked with appropriate music by *Delta's* musicians.

The corps is all *Delta* in composition, but the men consider themselves One. — CDR W. M. Robinson, USN., *uss Delta*.

• *Thanks for the word on more unofficial musicians. Readers on board uss Wallace L. Lind (DD 703) informed us that they, too, have a group of part-time musicians (ALL HANDS, Letters, Oct 1961) not mentioned in the April feature, but, to our knowledge, yours is the only drum and bugle corps comprised of after-hours virtuosos.*

Incidentally, for skeptics who think the bugle is an easy instrument to play, an *ALL HANDS* staffer (a trombonist in civilian life), who tried it at NTC San Diego while going through boot camp, found it tough making pretty sounds with no slide or keys to go along with lip toots. — Ed.



TOP HEAVY — USS John King (DDG 3) appears to have double superstructure while alongside USS Yellowstone (AD 27) to transfer ammo.

Attention: Youngest CPOs

SIR: Navy Attack Squadron 56, aboard USS Ticonderoga (CVA 14), thinks it has something pretty unusual in the person of Chief Aviation Electronics Technician Garveno F. Flores. The reason we think so is that Chief Flores was only 23 years old when he made chief last November.

Chief Flores entered the Navy in February 1955 — and went up the ladder but quick. He was advanced to third class in 1956, and made second class in 1957. By 1958 he was a petty officer first class.

He has attended both Class A and B schools during his short Navy career, and joined our attack squadron after he left Aviation Electronics B School at Memphis, Tenn., in September 1960.

We are proud to have the man we believe to be the youngest chief in the Navy. — W.H.H., LTJG, USN.

• Many years of experience have taught ALL HANDS, when it comes to commenting on records, to follow the lead of Br'er Rabbit. Hence ALL HANDS will lay low and say nothin' — well, almost nothin'.

We remembered a man named John B. Lipinski, who made chief at the age of 24 (ALL HANDS, June 1960).

This same man made first class at the tender age of 20. At that time (1955), the claim was made by his shipmates that he was the youngest POI in the Navy.

This raised the ire of other youthful POIs who had records to grind, and a tide of letters washed over the prone figure of our editor. Several of the claims were printed in the July 1955 issue of ALL HANDS.

The end result was that Chief Yeoman Edward E. Kemp upset the record with his claim of having made POI at the age of 17. He used the sneaky tactic of enlisting in the Navy when he was only 15 years old.

Incidentally, the ALL HANDS staff

once included a Navyman who joined up when he was 16 years old and made chief at the age of 19 years, eight months and nine days. His name is Earl E. Smith; now retired.

Our statistical experts have this comment to add: "As a matter of record, in December 1959, there were two CPOs whose age was recorded as 23."

Now that we have pointed out the perils of claiming records in these columns, and that there has been at least one younger chief, we congratulate Chief Flores on his truly remarkable climb to responsibility. We also throw his record (as the youngest chief currently serving in the Navy) up for grabs. — Ed.

Right Side Down

SIR: There was an inverted picture of USS Greenwich Bay (AVP 41) on page 29 of the October issue of ALL HANDS Magazine which I received. I mentioned it to several people and wondered why they began looking at me as though I were some kind of a nut.

I really got a shock when I visited the main recruiting station at Pittsburgh and picked up a copy of the October issue, turned to page 29 and found that Greenwich Bay had righted herself.

I came back home, cut out the page and am enclosing it with this letter so you won't send for the men in the white jackets. — J. R. C., AMHC, USN.

• We are glad you didn't ask us for an explanation of how it happened. The picture in our advance copy and the copies we received for staff use all showed Greenwich Bay on an even keel, so the printer evidently caught the mistake before too many copies were run off.

At any rate, let this be a vindication of your good name. Know Ye All Men By These Presents. Anyone knowing a chief who went around talking about an upside-down picture which appear-

ed in the October issue of ALL HANDS Magazine take note. He is not off-balance; he actually had a copy in which USS Greenwich Bay was sailing mast down. — Ed.

What Happened to Breese?

SIR: Have you published a history of USS Breese (DM 18)?

I served aboard her from December 1943 until December 1945. When I left her, she was at Staten Island, N.Y., where she was supposedly sold for scrap. — W.C.F., PN1, USN.

• The keel of USS Breese (DM 18) (Ex-DD 122) was laid on 10 Nov 1917. She was launched as a destroyer in May 1918, and was converted to a minelayer in 1931.

Breese sailed for Pearl Harbor from San Francisco in December 1940. In the year before the Japanese surprise attack, she took part in Fleet maneuvers and patrol missions.

The day the Japanese struck, Breese was moored to the ready duty buoy and was officially credited with one Japanese plane.

During the next several months, she patrolled the waters off Hawaii on the lookout for enemy submarines known to be lurking there.

Frequent contacts were made and many ash cans dumped overboard. Many of them undoubtedly exploded against marine life or shoals but it can be logically assumed that Breese contributed to the prevention of further submarine attacks on shipping within the harbor.

In April and May of 1942 Breese maintained a constant patrol around USS Argonne (AG 31) near Canton Island while Argonne's men worked aboard the President Taylor, an Army transport ship, which had run aground there.

In June 1942, while she was on escort duty, she was ordered to pick up survivors of USS Yorktown (CV 10) following the Battle of Midway. She returned to Pearl Harbor with 84 of Yorktown's men.

The remainder of 1942 was spent in escorting, screening and minelaying in the waters of the South Pacific.

In 1943, Breese's old four-inch guns were replaced by new dual purpose armament and she was given additional cruising capacity. Fire control equipment and radar were installed.

During the invasion of the Russell Islands, Breese offered protection and guidance to the LCTs that unloaded troops there and laid offensive minefields close under the Japanese shore batteries at Bougainville.

Japanese recon planes flew over the minelayers and dropped flares making them good targets.

When cruisers and destroyers intercepted a Japanese task force which was bearing down on the mine forces

and the landing beach, one of the decisive battles of the Pacific was fought.

Breese arrived with the minesweeping and hydrographic forces which set up shop in advance of the attacks on Leyte, Lingayen Gulf, Iwo Jima and Okinawa to participate in the force's operations. Here she laid mine case buoys to mark danger areas or mark the extent of swept water as she followed the sweeping vessels.

At Leyte, she shot down an enemy torpedo plane. She was under continual air attack for four days.

Breese was clearing the lanes of the East China Sea for U.S. carrier task forces when word was received on 10 Aug 1945 of Japanese peace overtures. In October, she was on her way home loaded with officers and men eligible for discharge.

Breese won 10 battle stars and the Asiatic Service Medal. She was struck from the Navy List on 7 Feb 1946.

Breese was sold for scrap in Philadelphia, Pa., on 16 May 1946. — Ed.

Colors Before 0800

SIR: Navy Regulations specify that colors are to be held at 0800. Does this mean that colors should be cased during any ceremony before 0800? You may be interested in the story behind this question.

I was detailed by our air squadron to form, equip and drill a color guard for use in squadron formations and ceremonies. I followed the procedure set forth in the *Landing Party Manual*.

Our inspections and formations are usually held between 0600 and 0700 in regimental order. The national colors and infantry flag are presented to the color guard on orders from the regimental commander by the adjutant and regimental CPO.

Because *Navy Regs* specifies that colors are to be held at 0800, several

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Idaho* (BB 42) — The fifth annual reunion will be held at the Golden Triangle Hotel, Norfolk, Va., on 20, 21 and 22 July. For details, write to the *uss Idaho* Association, P. O. Box 8048, Norfolk 3, Va.

• *uss Kidd* (DD 661) *uss Black* (DD 666), *uss Chauncey* (DD 667) and *uss Bullard* (DD 660) — A joint reunion of crew members will be held in Asbury Park, N. J., on 10, 11 and 12 August. For further information write to Harrold Monning, 310 East 8th St., Kewanee, Ill.

• *uss Langley* (CV 1) — All officers who served on board, and who are interested in holding a reunion on the East Coast this spring, are invited to write to LCDR Richard L. Merkel (MC), USNR (Ret), 302 National Reserve Building, Topeka, Kan.

Marine officers attached to our squadron contend the national ensign should be cased until that time.

However, according to DNC-27 (U. S. Naval Flags and Pennants), colors may be carried in any formation in which two or more companies participate. It does not specify whether colors should be cased or uncased before 0800.

My interpretation is that colors may be presented to the regiment, uncased,

before 0800, and, if in formation at 0800, honors should be rendered in accordance with *Navy Regs*. — W. A. E., AKCM, USN.

• You are correct. "*Navy Regs*" (Art. 2107) refers to the ceremonial hoisting and lowering of the national ensign at 0800 and sunset. As you noted, it doesn't say colors should not be displayed or carried at other times.

"*The Landing Party Manual*," Art. 3-14 (b) and (c), provides information on the displaying of colors after sunset and (Art. 3-15) during ceremonial parades. This includes passing in review after evening colors, which could be any time before 0800.

Incidentally, ships at sea frequently display the colors from first light to dark. — Ed.

Waiver for Submarine Duty

SIR: Last April I took my GCT for the second time, in hopes I could raise it to meet the minimum requirements for initial submarine training.

Unfortunately, I didn't make any substantial gain. It has occurred to me, however, that I may be entitled to some kind of waiver which would enable me to qualify for Submarine School.

If this is a possibility, can you tell me who I should see and how to approach the matter? — L.D.L., SK2, USN.

• We are afraid you are out of luck, at least temporarily. The SK rating has only recently been authorized for the submarine program, and there is an allowance for only one SK per conventional sub (two for SSBNs).

At the present time, there are enough applicants who meet the test score requirements, so there is no immediate possibility the score requirements will be waived.

If a shortage of SKs develops, however, things may be different. — Ed.

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PORT SIDE — High-powered USS Enterprise (CVAN 65) will be able to travel fast and far without refueling.

The Enterprise Story

The name Enterprise is as old as the U.S. Navy. There have been eight ships called Enterprise in the sea service, and in a sense their story is a brief history of the Navy itself. From sail to steam, from fuel oil to nuclear power, they represent different stages in the evolution of a United States Ship. And the Enterprises have made a name for themselves as fighting ships, out on the front lines in the Atlantic and the Pacific. Here is their story, the story of enterprise in the U.S. Navy.

THE FIRST *Enterprise* began life as a 70-ton sloop which originally belonged to the British and was used by them on Lake Champlain to supply their posts in Canada. In May 1775 she was captured in a raid led by Benedict Arnold, named *Enterprise* and fitted out with 12 long four-pounders and 12 swivel guns. This first *Enterprise* set a precedent of brisk activity which was to be followed, in the main, by most of her successors.

Under the command of Captain John Dickenson she participated in the battle of Valcour Island in October 1776.

Although the Americans were defeated in that battle, the attack delayed for several months the plans of the British to separate New England from the rest of the colonies. This ultimately led to British defeat in that theater of war and resulted in the French entering the conflict on the side of the colonies. The French fleet played a crucial role in the war at a later date.

During the advance of General Burgoyne in the summer of 1777, *Enterprise*, with two schooners and two galleys, was given the job of convoying bateaux in the evacuation of ammunition, stores and refugees from Ticonderoga. They were no match for the vastly superior British fleet, which overtook and destroyed the bateaux with their cargoes. The two schooners were captured, but *Enterprise* and the two remaining galleys were run ashore and burned to prevent their falling to the enemy. The crews carried on in other ships.

THE SECOND *Enterprise*, which also had a brief but active life, was an eight-gun schooner of 25 tons, with a crew of 60 men. Granted a letter of marque from Maryland, she made a remarkably successful six-month cruise in 1776, and then was bought by the Continental Congress.

She served chiefly in convoying transports in Chesapeake Bay. She was also active in reconnoitering the enemy's ships and preventing their tenders and barges from getting supplies from the shores of Maryland and Virginia.

The records show that she was returned to the Maryland Council of Safety in 1777.

THE THIRD *Enterprise* was a 12-gun, 135-ton schooner built in 1799 at a cost of \$16,240. She was worth every cent of this sum, even in those days of scarce money. Her career, which was remarkably active — and lucky — extended from the naval war with France, through the fighting with the Barbary pirates and the War of 1812. Between wars, she chased and captured pirates.

During the quasi-war with France she recaptured 11 merchantmen and several armed privateers. She returned to Baltimore with the expectation of being sold, but found herself redeemed in the light of her outstanding achievements. She was retained in service despite a reduction in the Navy which left only 13 frigates in her company.

Enterprise began her Barbary stint when she sailed from Hampton Roads, Va., with the squadron of Commodore Richard Dale on 1 Jun 1801.

About seven leagues to the westward of Malta on 1 August she fell in with the Tripolitan corsair *Tripoli*, manned by Rais Mahomet Rous, and mounting 14 guns.

A fierce action commenced when the two ships were within pistol range. *Enterprise* fought off three attempts to board her. The enemy's masts and rigging were cut to pieces with 18 shots between wind and water, and

she suffered terrible carnage on her deck, having 20 men killed and 30 wounded. Among the wounded was the Tripolitan commander, who twice struck his colors in a pretense of surrender, only to re-open fire at a more advantageous moment and hoist his flag again. He finally threw his ensign into the sea and, by gestures, begged for quarter. *Tripoli* had three of her masts shot away, and her mizzenmast went over the side as an American crew boarded her to throw overboard her guns, anchors and cables. *Enterprise* did not suffer one man killed or wounded, and she sustained no material damage. As a reward for this action the commanding officer, Lieutenant Andrew Sterrett, was presented a sword by President Thomas Jefferson, and all other officers and men of *Enterprise* were rewarded with a month's extra pay.

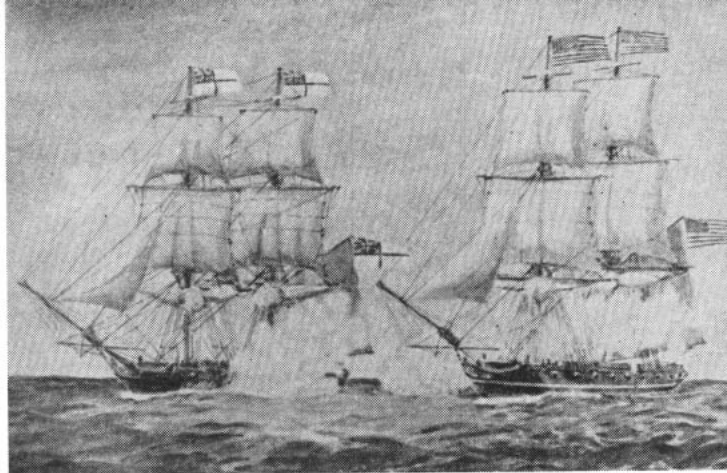
ENTERPRISE spent much time carrying dispatches, enforcing the blockade off Tripoli and convoying merchant ships in the following months.

However, Lieutenant Isaac Hull had hardly taken command when the ship ran a 30-ton enemy craft ashore under enemy batteries on the coast of Tripoli on 22 May 1803. The enemy cavalry came charging out of the town to prevent her men from hauling off the abandoned prize. For the next two days she scattered shot among the enemy gunboats that came out of the harbor for a burst of fire then quickly drew back to shallow water and out of range.

On the night of 2 Jun 1803, seven armed boats of the squadron made for the shore of Old Tripoli Bay, where more than a thousand of the enemy had drawn up behind a barricade of 12 wheat-laden craft and shore structures. Musket fire from men in five boats kept the enemy at bay while two boats went among the enemy craft and set them ablaze. The raiders returned to their respective warships some two hours later without the loss of one life.

Enterprise remained on her Mediterranean station until August 1807, when she returned to the States for repairs and new assignment.

FIVE YEARS LATER she was at sea when war was declared against Great Britain. Her most notable ex-



TOUGH FIGHTER — Lucky Little *Enterprise* is shown in one of her famous battles, capture of *Boxer*.

ploit in this war occurred in 1813 during her search for British privateers near the coast of Maine.

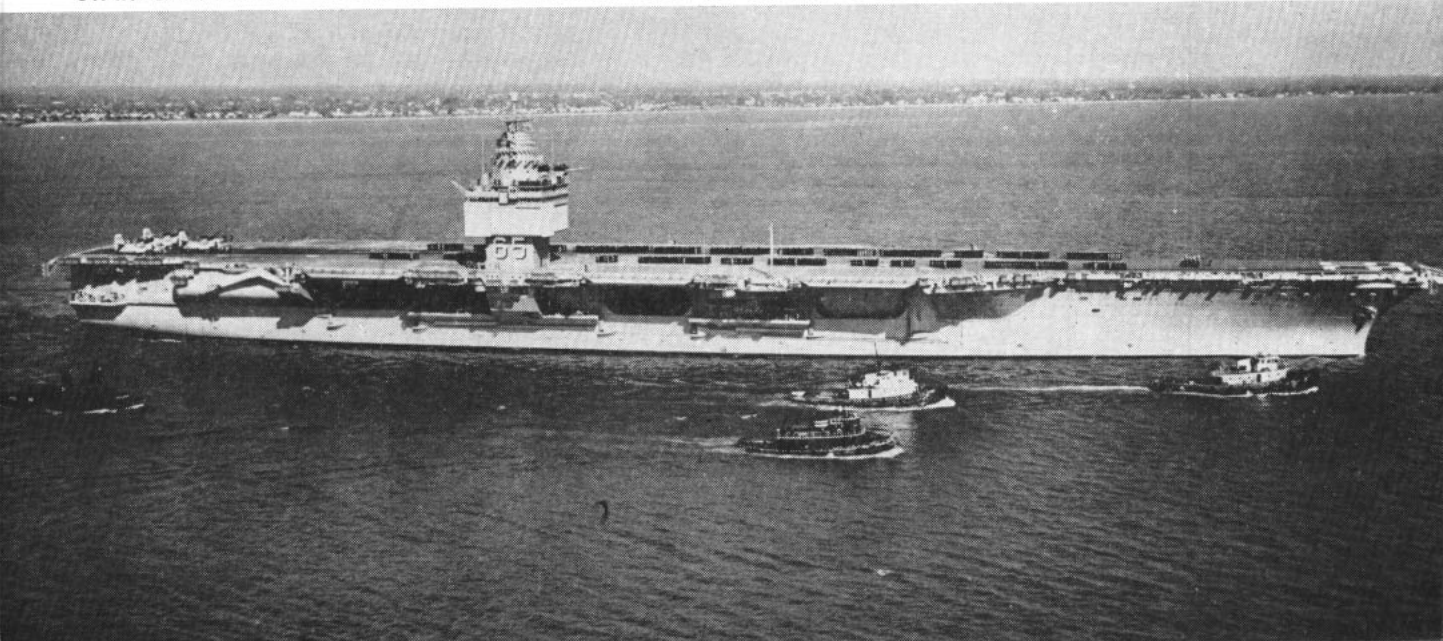
After chasing a schooner to the shore on Wood Island, *Enterprise* discovered what appeared to be a ship of war in the bay near Penequid Point. She immediately gave chase, and soon found her quarry to be the British brig *Boxer*, mounting fourteen 18-pounder carronades and manned by 72 men. When within half pistol shot, broadsides exchanged by the two brigs brought death to Lieutenant William Burrows, then commanding officer of the *Enterprise*, as well as to the British commander, Captain Samuel Blyth.

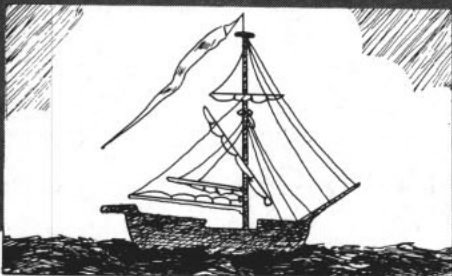
Another broadside was exchanged before *Enterprise* ranged ahead to cross *Boxer's* bow. She kept up a deadly fire until the enemy hailed and said they had surrendered but could not haul down the colors, which were nailed to the mast.

Boxer was escorted into Portland, where a common funeral was held for the two commanders — both well known and favorites in their respective services. *Enterprise* had four men killed and 10 wounded as the result of this action, while *Boxer* had seven killed and 14 wounded.

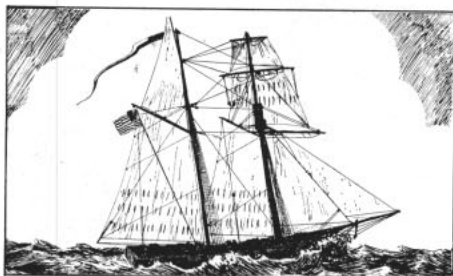
Waters off the East Coast, Florida Keys, Cuba, and along the Gulf sea frontier were her cruising ground for the remainder of her service. (Cont. on page 34)

STARBOARD SIDE — Carrier's island, without need for stacks, is able to contain more electronic gear.





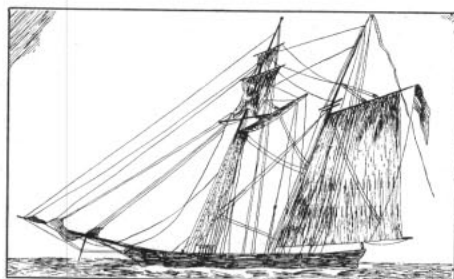
1775-1777
Sloop of the Revolution



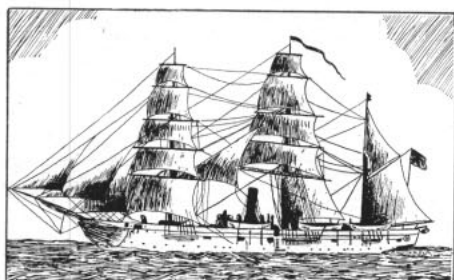
1777
Armed Schooner*



1799-1823
'Lucky Little Enterprise'



1831-1844
Ten Gun Schooner*



1877-1909
Steam Corvette

*Drawn from similar type of ship.

USS ENTERPRISE



• **BY SAIL** —Navymen serving in early ships named **Enterprise** won many heroic battles against the odds.



• **BY COAL** —**Enterprise** number five was the first ship to be powered by coal between sail and steam.



The first **Enterprise**, serving from 1775 to 1777, was a sloop that had been captured from the British. She fought for freedom on Lake Champlain under command of Benedict Arnold.



Enterprise number six was the first private ship to be pulled by steam in 1891, v



The second ship named **Enterprise** was an armed schooner that served a short but useful period during the Revolution, conveying troops and patrolling waters of the Chesapeake Bay in 1777.



Next ship was private. The 66-foot port, R.



Enterprise number three (1799-1823), was a 12-gun schooner that had a great career in the war with France, against the Barbary pirates and in the War of 1812 against the British.



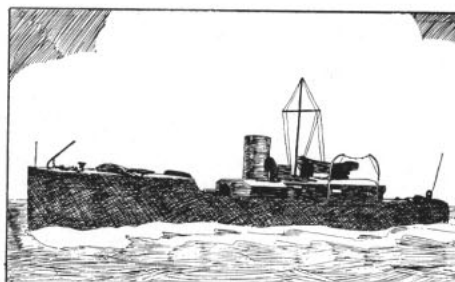
The seventh ship was the first to be pulled by steam in the world's first battle s



The fourth ship to be named **Enterprise** was a 10-gun schooner that served with the Fleet from 1831 to 1844. She ranged as far away as Asia, but served most of her career in South American waters.



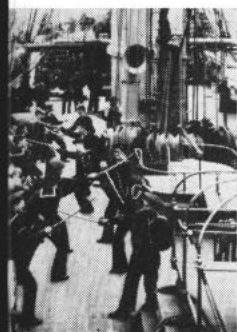
The new ship was the first to be pulled by steam in the world's first battle s



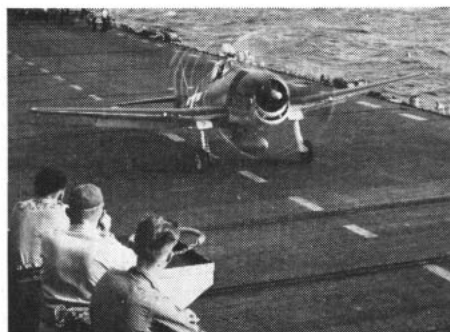
1916-1919
World War I Patrol Vessel



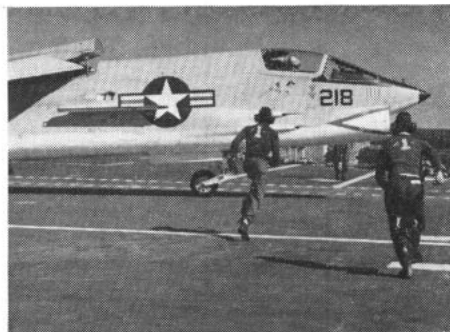
PRIZE 1775-1962



Crew members of **Enterprise** bridged the gap between main power.



● **BY OIL** —Hard-fighting crew and pilots of CV 6 established great record during World War II.



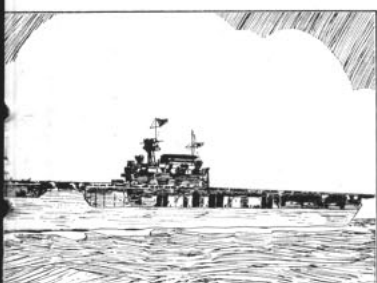
● **BY ATOMS** —Navy men on board the new, record-setting **Enterprise** are on the alert to preserve peace.

The number five served from 1877 to 1909. A steam corvette with auxiliary sail power, duty from the Amazon to Australia until when she was converted into a training ship.

to bear the name **Enterprise** was a former yacht converted into a motor patrol craft. Boat craft performed harbor duties at New York, and New Bedford, Mass., until 1919.

With ship to be named **Enterprise** was CV 6, fleet carrier commissioned in 1938. During World War II she earned the PUC, NUC and 20 stars, as well as the nickname, "Big E."

The nuclear-powered carrier **USS Enterprise** (CVAN 65) is ship number eight. She has a length of 1,092 feet, displacement near 85,000 tons, propelled by eight nuclear power plants.



1938-1956
CV 6, The 'Big E' of WW II



Today
USS Enterprise (CVAN 65), Nuclear Powered Carrier



CARRYING ON in the tradition of forebears, USS *Enterprise* (CV 6) pounded enemy in World War II.

(Continued from page 31)

She devoted herself to the control of smugglers, pirates and slave ships which operated between the United States mainland and ports of the Caribbean. She took no less than 13 prizes, including several ships of the noted Spanish pirate, Gibbs. She also broke up the rendezvous of the notorious pirate Jean Lafitte at Galveston. Her career came to an end on 9 Jul 1823, when she ran aground and was wrecked at Little Curacao in the West Indies, without loss of life or injury to her crew.

THE FOURTH *Enterprise* was a 197-ton schooner built by the New York Navy Yard, where she was launched on 26 Oct 1831. She was armed with ten 24- and 9-pounder guns. Her original complement was nine officers and 63 men.

She spent most of her 13-year career cruising the South Atlantic, protecting U.S. interests during the frequent revolutions of that time and place. In 1835, however, she (in company with the sloop *Peacock*) set out on a cruise around the world. Ports of call included Zanzibar, Bombay, Colombo, Batavia, Macao and Honolulu. She resumed her South American tour in 1837, this time on the west coast. Withdrawn from service in 1844, she was sold the following year.

THE FIFTH *Enterprise* demonstrated the change in shipbuilding trends. A steam corvette with auxiliary sail power, she was launched on 13 Jun 1874 and placed in commission 16 Mar 1877. She displaced 1375 tons, had a speed of 11.4 knots and carried a complement of 20 officers and 164 enlisted men. Her original armament was one 11-inch smoothbore, four 9-inch broadside guns, one 60-pounder pivot, and one short Gatling gun.

Her career also illustrates a shift in mission. She not only performed survey duty on the Mississippi River and the Amazon and Madeira Rivers in South America, but spent some three years (1883-86), on a hydrographic survey cruise which added much to our

existing knowledge of the seas and waterways.

Taking depth soundings at intervals of one hundred miles, she steamed by way of the Cape Verde Islands to the Cape of Good Hope, thence across the Indian Ocean to the Sunda Strait. She departed Batavia, Java, on 19 Sep 1883 and, in the following months, steamed along the coast of China and to Rose Island, Korea and Japan. She was present at Foochow, China, on 23 Aug 1884 when seven French gunboats under Admiral Courbet engaged a fleet of nine Chinese warships off the Pagoda Anchorage and bombarded the Navy Yard. During and after the battle, *Enterprise* sent her steam cutter to render assistance to the wounded and drowning of both sides. She continued survey operations off the coasts of China and Japan until 28 Jul 1885, when she departed Hong Kong on her way to Surabaya, Java (10-16 August); Albany, Australia (6-8 September); Melbourne, Australia (16 September-15 October); and Wellington, New Zealand (25 October-6 November). She passed through the Strait of Magellan on 19 Dec 1885, bound — by way of Montevideo, Uruguay; Bridgetown, Barbados; and St. Thomas, Virgin Islands — to New York, where she arrived 17 Mar 1886.

In 1891 she was assigned as a cadet training and practice ship at the United States Naval Academy. Later, she was loaned to the Commonwealth of Massachusetts to serve the Public Marine School of Boston as a seamanship practice ship for Merchant Marine cadets. This career continued for 17 years, during which she often cruised in waters extending from Boston to Halifax, Nova Scotia. She also made long summer practice cruises which took her as far as ports of England and Portugal. Her name was stricken from the Navy list on 6 August and she was sold on 1 Oct 1909.

Enterprise was also the name given to a 66-foot motor patrol craft purchased by the Navy on 6 Dec 1916. She, the sixth ship to bear this name, was placed in the service of the Second Naval District in 1917 and performed harbor duties at Newport, R.I., and New Bedford, Mass., during World War I.

THE SEVENTH *Enterprise* (CV 6) was a marked contrast to her predecessors. Her over-all length was 827 feet, four inches, and she had a maximum breadth at her flight deck of 114 feet. She had a full-load displacement of 32,060 tons; her trial speed was 33.6 knots. When first commissioned, on 12 May 1938, she was manned by 82 officers and 1447 enlisted men, exclusive of her four-squadron air group. She was armed as of 1945 with eight 5-inch/.38 caliber guns in single mounts, six quadruple 40-mm antiaircraft mounts and eight twin 40-mm antiaircraft mounts. Her designed shaft horsepower was 120,000.

The "Big E" crowded a lifetime into her nearly four years of warfare. The enemy damaged her 15 times with hits and near misses. Tokyo claimed her "sunk" on six different occasions, but after each "sinking" she returned to battle.

Her final record was 911 Japanese planes shot down by the ship's guns and planes, 71 enemy ships sunk by her pilots, another 192 ships damaged or probably sunk, and vast damage done to enemy shore installations. While accumulating 20 battle stars, *Enterprise* recorded some 54,000 plane landings and traveled more than 275,000 miles — about the equivalent of 12 times around the world at the equator.

A storm at sea delayed *Enterprise* just long enough for her to miss the attack on Pearl Harbor.

The "Big E" was steaming through the central Pacific early in December 1941 when she ran into very heavy weather. She had been busy the previous months shuttling planes from the States to various island bases. To save her escorting destroyers from a terrific buffeting under the crashing waves, the flag, Fleet Admiral (then Vice Admiral) William F. Halsey, Jr., USN, ordered reduced speed.

As a result, *Enterprise's* ETA at Pearl Harbor was delayed — from 6 to 7 December — and *Enterprise* was thus saved.

AS SHE NEARED Pearl Harbor on the fateful December morning, her planes prepared to take off for the airfields around Pearl, according to plan. One flight left on what seemed a peaceful Sunday morning in the tropics, but when the planes reached Pearl they ran right into the middle of the Japanese attack. Their radio report was the first the carrier had that the nation was at war. Although it does not appear in official records, *Enterprise* men insist one of their scouts shot down the first enemy plane of the war that morning.

It remained for the raids on the Marshall and Gilbert Islands to account for the first official entry of enemy air loss on the *Enterprise* bulkhead.

Supported by a group of surface ships, including three heavy cruisers, in February 1942 the "Big E" drove deep into Japanese-held territory and, in the attack on the Marshall and Gilbert Islands, wrote the first page in a brilliant record that within 10 months was to earn her the Presidential Unit Citation.

With relatively small losses, *Enterprise*, in company with *Yorktown* and supporting men-of-war, hit hard at an enemy naval base and naval air base, sank some 73,000 tons of enemy ships, including two submarines (and not counting a light cruiser which was certainly out of the war for many months); blasted two airfields, and destroyed 36 Japanese aircraft. In so doing she successfully completed an experiment that was to develop into a new kind of war at sea — the task force built around the aircraft carrier.

IN EARLY JUNE, a strong Japanese thrust in the central Pacific, to occupy Midway Island, was met by a greatly outnumbered U. S. carrier force, consisting primarily of *uss Yorktown* (CV 10), *Hornet* (CV 8) and *Enterprise*.

After a heroic but unsuccessful attack by *Enterprise's* torpedo bombers, her dive bombers split into two groups. One group made three direct bomb hits on Admiral Nagumo's flagship, the carrier *Akagi*, with most of her planes on deck. Huge explosions set *Akagi* afire from stem to stern. By nightfall, the ship had to be abandoned and was sunk by a Japanese torpedo.

The second *Enterprise* group made four direct hits on carrier *Kaga*, and she also became a great mass of flames. She sank that same evening in a terrific explosion. Carrier *Soryu*, with one flight of planes on deck for launching, was crippled by *Yorktown* and later sunk by the submarine *uss Nautilus* (SS 168).

Later, 18 dive bombers which had been launched from *Hiryu*, followed by torpedo planes, attacked *Yorktown*. Most were shot down, but five broke through to score three bomb hits and two torpedo hits. *York-*



BIGGEST 'E'—Nuclear-powered carrier *USS Enterprise* (CVAN 65) heads to sea out of Newport News, Va.

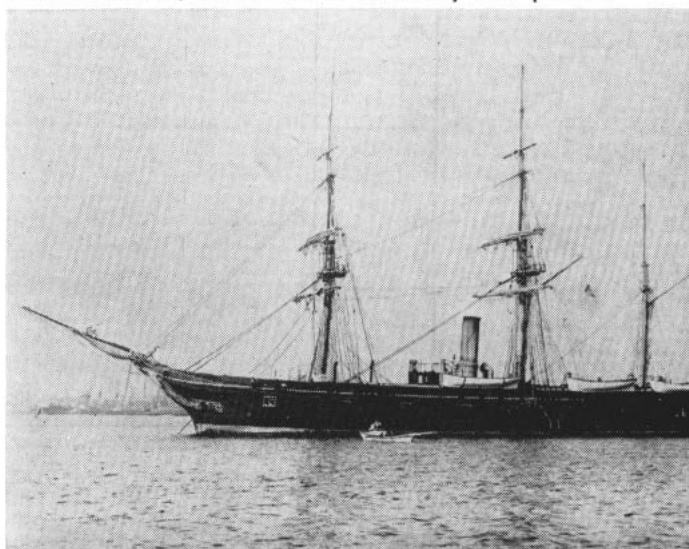
town had to be abandoned and, three days later, capsized and sank.

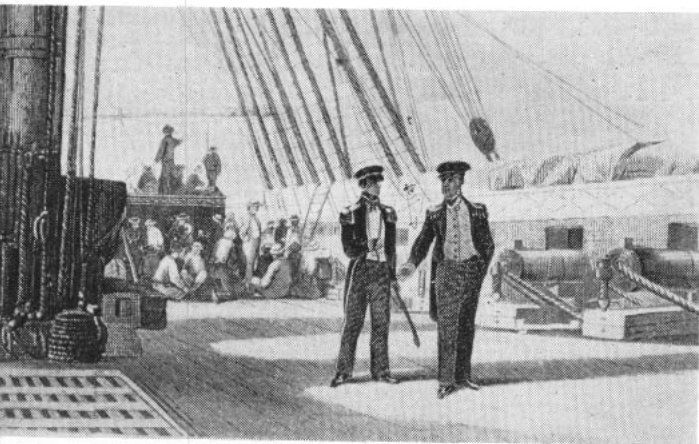
By the end of the battle on 6 June, Japanese losses had put an end to their offensive, and had turned the tide of the Pacific war.

SIX MONTHS LATER, in the United States' first important offensive action of the war, Marines landed at Guadalcanal and Tulagi. Air cover was provided by *Enterprise* planes. Enemy positions were wiped out as her squadrons covered Marine landings, dropping 56,000 pounds of bombs. In one day, 13 enemy planes were shot down.

In October 1942, as part of the task force bent on blocking the Japanese fleet still intent on rooting the Marines out of Guadalcanal, search planes of *Enterprise* made contact with the enemy north of the Santa

NUMBER FIVE — *Enterprise* launched in 1874 was a steam corvette, but still had auxiliary sail power.





LONG AGO—Navy life when *Enterprise* carried sails was quite a contrast to duty in CVAN 65.

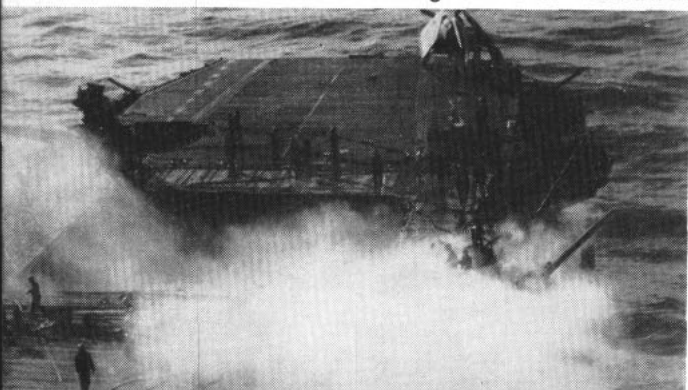
Cruz Islands, where there were two enemy forces: One composed of two battleships, a heavy cruiser and seven destroyers; the other, two carriers. In the ensuing battle her planes scored hits on a carrier and a battleship, and shot down 33 enemy planes while her antiaircraft batteries were accounting for another 30. Violent maneuvering spared her several torpedo hits from attacking planes, but she sustained two damaging bomb hits. It was in this battle that *uss Hornet* (CV 8) suffered such severe damage it was necessary to abandon and sink her.

In port for a hasty patch job, *Enterprise* was on her way again in two weeks, in time to repel another major Japanese attempt to retake Guadalcanal. Seabees were still on board, repairing the damage she suffered at Santa Cruz. On 13 November, one of her flights sighted a Japanese battleship with cruiser and destroyer escorts steaming into position to bombard Henderson Field, verifying an earlier report brought in by a PBY. After her torpedo bombers sent their torpedoes into the battleship, leaving it listing badly, the "Big E" concentrated for the next two days on the enemy's cruisers, destroyers and invasion transports.

IT WAS DIFFERENT in 1943. After having stood a long vigil as the only U.S. carrier in the South Pacific, *Enterprise* was joined by *uss Saratoga* (CV 3) and later the British carrier *HMS Victorious*. So it was decided that the "Big E" could be spared from the front line long enough to return for a much-needed overhaul.

It was again *Enterprise* which inaugurated a new type of carrier warfare — night fighting during the invasion of the Gilbert Islands in November 1943.

HOT SPOT—Crew members of CV 6 fight fire after kamikaze attack during battle of Okinawa.



When *Enterprise* was operating off Tarawa, enemy torpedo bombers were detected approaching the carriers. A trial "Bat Team," composed of one radar-equipped torpedo plane and two fighters, destroyed two and possibly three Japanese planes and the rest were driven off without inflicting any damage to the force.

From that time on *Enterprise* was the pioneer in the development of the art of night combat. At one stage, *Enterprise* had planes in the air day and night for 174 consecutive hours, or more than one full week.

It was her night-fighting torpedo planes that sparked the success of the first carrier strike on Truk in February 1944. During the battle of the Philippine Sea, it was *Enterprise* planes that finally located the enemy fleet when it appeared to have gotten away free. With Air Group 20 on board, she attacked all three of the widely scattered enemy forces used in the Battle of Leyte Gulf.

THE "BIG E's" career after she joined Admiral Halsey's Third Fleet in the fall of 1944 was highlighted by her work in the Leyte Gulf battle. She damaged two battleships and a heavy cruiser, and attacked a new Japanese battleship which later sank, becoming the first modern battleship with advanced AA defense to go down under plane attack alone.

Enterprise climaxed her night combat flying record during the first five months of 1945, when her planes flew more than 1000 target sorties from her deck. In these operations she covered the invasion of Luzon, struck against the enemy forces and installations in French Indochina, Hong Kong, China, Taiwan (Formosa) and Okinawa; made two carrier strikes against Tokyo and the Inland Sea; supplied air support for the Iwo Jima landings in February and March; and initiated the softening-up bombardment and air support for the Okinawa landings in April and May.

In the last year of the war, Night Air Group 90 proved how much damage night-flying carrier planes can inflict by using the pinpoint bombing technique of carrier pilots.

On 14 May 1945, while operating as flagship of Task Force 58, with Vice Admiral Marc A. Mitscher, USN, on board, she was standing by, some distance off Okinawa, waiting for her planes to return from forays over the island—where they were giving air cover to landing operations. A *Hellcat* pilot brought his plane in, climbed wearily out and reported that he had knocked down an enemy plane nearby. *Enterprise* gunners splashed attackers coming in on the carrier soon afterwards.

A SHARP-EYED LOOKOUT spotted another enemy plane maneuvering in the cloud cover over the flattop. It cleverly evaded the task force fighters and, ducking through the heavy curtain of flak, came screaming down on the "Big E." When it looked as though the pilot was going to overshoot his mark, he flipped his plane over on its back and crashed into the forward part of the flight deck. His bomb exploded directly under the forward elevator, sending it (according to some possibly exaggerated reports by eyewitnesses) 400 feet in the air and putting a big bulge in the flight deck.

Immediately, fire roared through the forward part of the ship. Fortunately the blaze was localized, be-

cause the ship had been buttoned up before the suicide plane struck. Officers and men pushed through the smoke and flames to pour tons of water into the burning area. Gun crews tossed ammunition overboard until it got too hot to handle, and then broke out fire hoses and poured a steady stream of water into the magazine to keep explosions to a minimum. Within 17 minutes after the ship was hit the fire was under control, and within half an hour it was completely extinguished. Nevertheless, she suffered 14 men killed and 34 wounded.

Between September 1945 and January 1946, she made several "Magic Carpet" trips in the Pacific and, later, in the Atlantic. She was decommissioned on 17 Feb 1947 and stricken from the Navy List on 2 Oct 1956.

During her nine years of active duty she had earned a PUC, an NUC and 20 battle stars.

IN SEPTEMBER 1960 what has been called "the most exciting ship on the future horizon of the Navy" was christened. She's the gigantic, nuclear-powered attack aircraft carrier *USS Enterprise* (CVAN 65). Her keel was laid in February 1958.

When *Enterprise* moved out of her dry dock at Newport News and moored alongside a wet dock nearby, she was still a long way from ready to join the Fleet. Still ahead were many months of fitting out before the commissioning of the ship destined to give the "super" in the super-carrier designation of the flat-tops a new meaning.

Enterprise successfully completed the initial phase of her sea trials last October. Her commissioning in November 1961 heralded the approach of a long-awaited naval milestone — the blending of the striking power embodied in modern jet aircraft and missiles with the well-nigh unlimited cruising range and staying power provided by nuclear propulsion.

In her sea trials, the new carrier, designed to operate at 35-knot-plus speeds, developed her full power and demonstrated an ability to go from all engines ahead full speed to all engines back emergency full speed.

Eight pressurized-water nuclear power plants enable *Enterprise* to operate for extended periods without refueling. (It has been said that with one loading of her nuclear plants the ship could cruise around the world 22 times). In combination, her eight reactors constitute the largest U.S. nuclear installation ashore or afloat. Her propulsion system has a rating of 200,000 horsepower.

THE EIGHTH *Enterprise* is the second Navy surface ship to be powered by nuclear reactors. The guided missile cruiser *USS Long Beach* (CGN 9), placed in commission last September, was the first to become operational. The missile frigate *Bainbridge* (DLGN 25) is scheduled for sea this year, and still another nuclear frigate has been authorized for construction.

Enterprise is the world's largest ship. She is 1101 feet long, 252 feet across the flight deck, and displaces 85,000 tons.

A few of the more tangible assets nuclear propulsion will provide in *Enterprise* include the following:

Logistic support requirements will be sharply reduced; her aviation fuel capacity will be hundreds of

thousands of gallons greater than that of conventional carriers, which must utilize vital tank space carrying bunker oil for their engines.

She will be capable of sustained high speed, making her much less vulnerable to submarine attack.

Since stacks aren't needed, it was possible to put better and more extensive electronic installations aboard her. In addition, it will be possible to close the ship more completely when under attack, thus reducing danger of atomic radiation to the crew.

Elimination of stack gases will greatly decrease air turbulence in the landing approach area. Such gases have created problems aboard conventional carriers when operating high-performance aircraft, and when the aircraft carrier is making its own wind over the flight deck.

Strategic and tactical flexibility will be vastly improved through her greater endurance and speed, and through her freedom from dependence upon frequent resupply.

Flexibility in acceleration and deceleration inherent in the nuclear power plant will provide an equal flexibility in shiplanding and maneuvering.

E*nterprise* will have the most powerful catapults, stronger arresting gear, strengthened decks and 700-plus feet of landing area to handle the newer, high-performance jets now operational, and those which will be developed in the future.

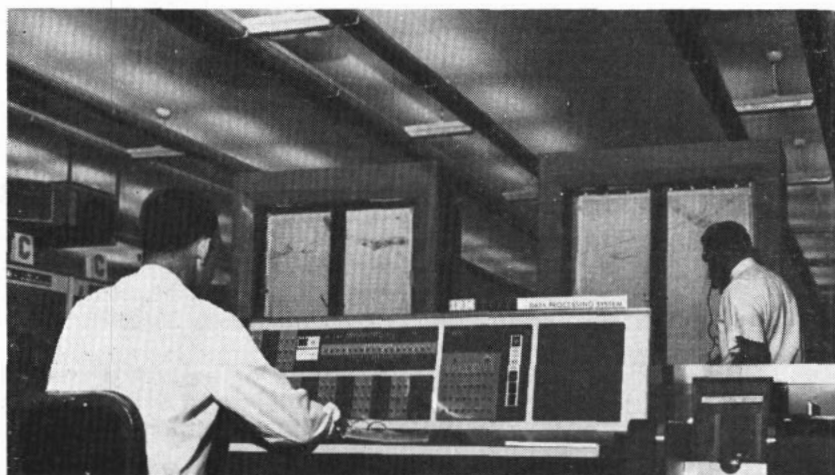
The modern carrier (nuclear or conventional) is a mobile floating base for aircraft flying well past the speed of sound — planes which measure their range in the many hundreds of miles and contain the very latest in all-weather navigation, communication and fire control equipment. These planes will be armed with both air-to-ground and air-to-air missiles, and will be able to choose between delivery of either conventional or nuclear-tipped weapons.

Add the facts we've already mentioned — that *Enterprise* will be able to move those aircraft to any distant trouble spot in the world at high speed, and keep them operating for much longer stretches without having to retire for replenishing and refueling, and you get some idea of the firepower such a ship is capable of delivering — more, it has been estimated, than that delivered by our entire Pacific Fleet during WW II.

BIG SPLASH — *USS Enterprise*, world's largest ship, is moved to outfitting pier after being launched.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



TECHNICIANS at Pacific Missile Range headquarters keep tabs on new computer during a simulated offshore missile tracking operation.

Shore-to-Ship Moon Relay

A shore-to-ship communication system which bounces messages off the moon has been operated successfully by the Naval Research Laboratory.

NRL scientists demonstrated the new moon-relay gear recently by transmitting a message from Stump Neck, Md., to USS *Oxford* (AGA 159), which was at sea.

The Stump Neck group used a 60-foot, dishpan-shaped antenna to transmit the message. *Oxford* had been fitted with a special receiver.

The shore-to-ship technique is similar to a shore-to-shore communication relay system which, for more than a year, has been sending messages, via the moon, between Washington, D. C., and Hawaii.

Scientists say the Communication

Moon Relay System is more reliable than standard, long-range communication procedures. CMR is not affected by magnetic storms, sun-spot cycles and other phenomena which often disrupt conventional long-range messages.

Now It's 22 Nuclear Subs

USS *Snook*, the Navy's 22nd nuclear-powered submarine, has been assigned to Submarine Flotilla One in San Diego. Commissioned late last year, *Snook* (SSN 592) is the flotilla's third SSN (*Scamp* and *Sculpin* are the others) and the Pacific Fleet's seventh.

A "fast attack" class submarine, *Snook* is 252 feet long. She is capable of diving to 400-foot depths and attaining speeds in excess of 20 knots while submerged.

Missile Range Computers

Two new computer installations at the Pacific Missile Range, Point Mugu, Calif., will give officials details of missile behavior five times faster than the older system did.

Duties for the new equipment include data reduction on tests of Navy missiles such as *Sparrow* and *Bullpup*, flight safety programming for ground-launched missiles, direct performance readout of inflight vehicles and establishment of a basic program for the Navy, navigational *Transit* satellites.

One of the new computers at Point Arguello, Calif., will be primarily programmed for flight safety and impact prediction of missile and space vehicles launched from the Naval Missile Facility and from nearby Vandenberg Air Force Base.

In a typical flight safety role, such as with the Army's *Nike-Zeus* at Point Mugu, the computer receives tracking data from several sources and determines missile heading and flight trajectory. This data is automatically compared with pre-launch information to determine whether the missile is performing as expected. The equipment can order the missile destroyed if its flight will endanger lives or property.

The orbit of the Navy's *Transit* satellite can also be determined by the new computer. In addition the computer will be used to familiarize *Transit* project personnel with other applications of the computer to the navigational satellite system. It can determine angles and orbital information of other space vehicles so that PMR ground tracking stations will know where and when to scan the skies for them.

The computer will also play a role in the Pacific Missile Range weather service. It receives data from the Navy Weather Facility at Monterey, Calif., via a telephone line, each day at 0300. This coded weather data is reduced to usable form by the computer and turned over to weathermen for chart plotting and weather forecasting over the 500 mile-plus normal operating area

YESTERDAY'S NAVY



On 1 Feb 1942 the carriers *Enterprise* and *Yorktown* attacked enemy positions in the Marshall and Gilbert Islands. On 6 Feb 1802 the United States declared war against Tripoli. On 6 Feb 1813 the British began their blockade of U. S. shipping in the Chesapeake and Delaware. On 7 and 19 Feb 1868 RADM C. H. Davis landed forces at Montevideo, Uruguay, to protect foreign residents during disturbances there. On 15 Feb 1898 USS *Maine* was blown up in the harbor at Havana. On 27 Feb 1942 USS *Langley*, the first carrier in the U. S. Navy, converted to a seaplane tender, was sunk by an enemy air attack.

of the Pacific Missile Range.

The new computer equipment contains 50,000 transistors and requires only two-thirds of the area needed for the old vacuum tube versions. Five times faster than the older model, the new one can read and write, electronically, 1.5 million bits of information per second. In 2.18 millionths of a second the new computer can locate and make ready for use any of 32,768 words of data (ten decimal digits each). In one second the computer can do 229,000 additions or subtractions; 39,500 multiplications; or 32,700 divisions.

Cone Catchers

In years past, the Navy had one responsibility — to maintain freedom of the seas. Today the Navy still has this job, but in addition, it participates in other programs on a "collateral duty" basis.

Navy men, Navy scientists, Navy ships and Navy planes, for example, continually work with the space exploration program of the United States. This country's first two astronauts to be shot into space were retrieved by the Navy.

But men are not the only means used to explore the vast area around the earth called space. Many instrument-filled satellites have been fired into orbit to return to earth with valuable information. These satellites often drop into the sea and must be picked up by ships.

The escort destroyer *uss Epperson* (DDE 719) recently rescued one of these objects, the nosecone of *Dis-*

coverer satellite 29, from the Pacific. The satellite, which contained human bone marrow, dental tissues and a three-day old embryonic chick heart, had circled the globe 33 times.

Three Air Force men of a para-rescue team were also picked up with the satellite. They had earlier jumped from a plane with rubber life rafts, and had kept watch over the cone until *Epperson* arrived. The nosecone was taken to Pearl Harbor, where it was returned to the National Aeronautics and Space Administration.

Epperson was the second Pearl Harbor-based escort destroyer to take a satellite from the sea. *uss Radford* (DDE 446) had retrieved one previously.

Tinosa Launched

About 4300 tons of nuclear submarine slid bow-first into the briny at Portsmouth, N. H., last December. She was the 278-foot *Tinosa* (SSN 606).

Tinosa is a sister ship of *uss Thresher* (SSN 593) and, like her counterpart, will be among the fastest subs in the Navy, with deeper diving and quieter running capabilities than any other type of underwater craft.

Tinosa has an *Albacore* type hull, and carries the advanced sonar equipment which makes her class an effective antisubmarine weapon in the Navy's arsenal. Her main armament is the torpedo.

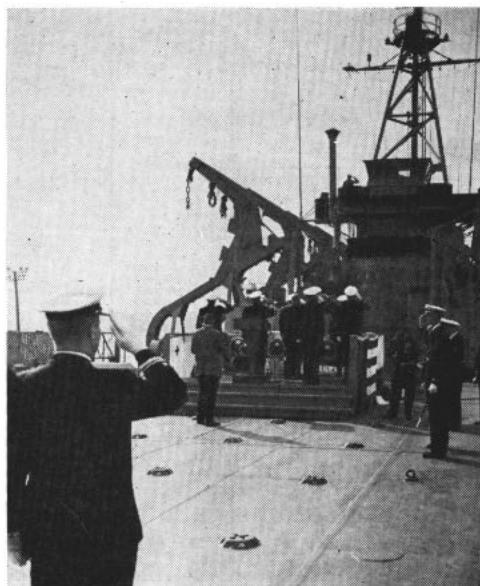
Present plans call for *Tinosa's* commissioning in mid-1962.

Robison Joins the Fleet

The 4500-ton guided missile destroyer *uss Robison* (DDG 12) has been commissioned at the Boston Naval Shipyard, Charleston, Mass.

When she arrived in Boston for the ceremony, *Robison* had already logged over 1000 miles. She had sailed from her birthplace at Bay City, Mich., to the East Coast, via the St. Lawrence Seaway. Like her Bay City sisters, *uss Lynde McCormick* (DDG 8) and *Henry B. Wilson* (DDG 7), *Robison* was launched sideways.

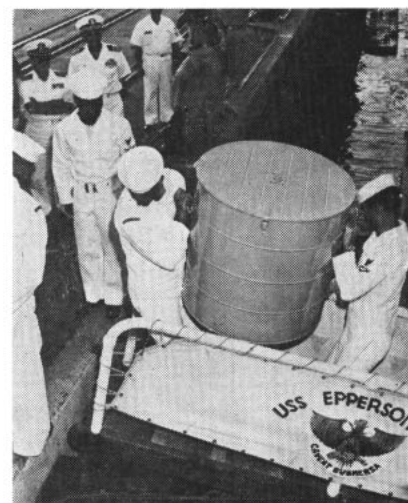
Robison will report to the Pacific Fleet Cruiser-Destroyer Force well-equipped to take care of herself and her companions. In addition to a main battery of *Tartar* surface-to-air guided missiles, *Robison* is arm-



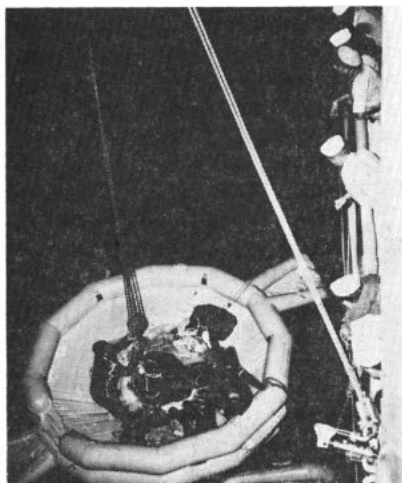
NAVYMEN salute as flag is raised and commissioning pennant broken on *USS Cheboygan County*.

ed with *Asroc*, torpedos, and two 5-inch/.54 caliber rapid-fire guns.

The new DDG is named for Admiral Samuel S. Robison, USN. During his 43-year Navy career, Admiral Robison, in addition to making many technical contributions to the Navy, held such posts as Commander in Chief, U. S. Fleet; Superintendent of the U. S. Naval Academy; Commandant of the 13th Naval District; and Commandant, Boston Navy Yard. He won the Navy Cross for his submarine service during WW I.



SPECIAL DELIVERY — Satellite's nosecone is brought to Pearl Harbor to be turned over to National Aeronautics and Space Administration after the pick-up.



GREETINGS — *USS Epperson* (DDE 719) picks up *Discoverer* nosecone and USAF frogmen after landing.



DESTROYER Navymen of DesRon 92 receive instruction in Japanese language before shifting home port from Long Beach to Yokosuka.

Nihongo Wo Benkyu Shimasu

The men of DESDIV 92 have been boning up on the Japanese language in preparation for a homeport shift from Long Beach, Calif., to Yokosuka, Japan, early this year. Their answer to a little red schoolhouse is a quonset hut near the Long Beach destroyer piers.

The ships involved are *uss Lyman K. Swenson* (DD 729), *Collett* (DD 730), *Blue* (DD 744) and *Shelton* (DD 790).

Two-hour classes are held each evening, Monday through Thursday. Pronunciation and conversational patterns of Japanese are being stressed, but films and other visual aids provide the students with an understanding of the Japanese people and their culture.

Teachers are four men and women of the Long Beach area, headed by Tomio T. Sugano, a language instructor at Long Beach City College.

For those who don't know the language, the title may be roughly translated as "Study Japanese Diligently."

Hubbard to the Rescue

A seaman who fell overboard when his ship took a steep roll in high seas credits his lifejacket and *uss Harry E. Hubbard* (DD 748) with saving his life.

Seaman Douglas A. Wirch went overboard when his ship, *uss Coral Sea* (CVA 43) rolled while maneuvering during a Pacific Fleet training exercise. His lifejacket kept him

afloat until *Hubbard* pulled him on board a few minutes later.

The DD provided Wirch with a hot shower and dry clothes, then transferred him back to the carrier.

Iranian Naval Visit

A 19-gun salute rattled windows at the Long Beach Naval Base and a Marine honor guard snapped to attention as Vice Admiral Farajollah Rassai, the Commander of the Imperial Iranian Navy came aboard.

Admiral Rassai, who is the Iranian counterpart of the United States Navy's CNO, spent two days in the Los Angeles area as part of his two-



REUNION—VADM Farajollah Rassai of Iran and RADM K. L. Veth, USN, inspect Iranian minesweeper which visited USNS, Long Beach, Calif., at same time.

week tour of the United States, during which he familiarized himself with United States naval activities.

The Admiral's visit at Los Angeles coincided with the arrival of the wooden-hulled, 320-ton minesweeper *Simorgh* which is one of three *Bluebird* class sweepers the United States has turned over to Iran since 1958.

Simorgh arrived from Seattle where she had recently been presented to the Iranian government. She underwent minesweeping, gunnery and damage control training with the Pacific Fleet before departing San Diego for a 90-day voyage to Iran.

Marjorie Sterrett Awards

Fourteen Navy ships, one from each major type command, have been awarded the Marjorie Sterrett Battleship Fund Award for fiscal year 1961. The Pacific Fleet destroyer *uss Somers* (DD 947) received the award for the second consecutive year.

Last fiscal year (1960) only four ships—one Service Force ship and one DD from each Fleet—received this award. Before that, just one ship in the Navy received the award.

For fiscal year 1961, however, one outstanding ship in each type command was selected. The selected ships stand first in over-all performance in each command.

Winners for fiscal year 1961 in the Atlantic Fleet are:

uss Forrestal (CVA 59), Navy Air Force; *uss Little Rock* (CLG 4), Cruiser Force; *uss Wallace L. Lind* (DD 703), Destroyer Force; *uss Ability* (MSO 519), Mine Force; *uss Grant County* (LST 1174), Amphibious Force; *uss Vulcan* (AR 5), Service Force; and *uss Proteus* (AS 19), Submarine Force.

Pacific Fleet winners for fiscal year 1961 are:

uss Ticonderoga (CVA 14), Navy Air Force; *uss Providence* (CLG 6) and *uss Somers* (DD 947), Cruiser-Destroyer Force; *uss Whippoorwill* (MSC 207), Mine Force; *uss Mathews* (AKA 96), Amphibious Force; *uss Lipan* (ATF 85), Service Force and *uss Diodon* (SS 349), Submarine Force.

The Marjorie Sterrett Battleship Fund was prompted by a letter sent to the editor of the *New York Trib-*

une on 2 Feb 1916 by a 13-year-old girl named Marjorie Sterrett, of Brooklyn, N. Y. Enclosed was her full week's allowance of a dime. She asked that the money be used to help build a battleship.

Spurred by her gift, the *Tribune* association established a trust fund in her name in 1917. Each year money and a plaque are given to ships considered by the commanders-in-chief of the Atlantic and Pacific Fleets to be first in over-all performance. The money must go into the ships' welfare and recreation funds, and can only be used to benefit the crew members.

Thetis Bay in Atlantic

uss *Thetis Bay* (LPH 6), first of the Navy's amphibious assault ships, has shifted to the Atlantic Fleet Amphibious Force after five years of seaborne heliporting with the Pacific Fleet. Taking over her vacated spot in the Pacific is the recently converted *Valley Forge* (LPH 8), formerly CVS 45.

First commissioned in 1944 as a World War II-type jeep carrier, *Thetis Bay* was renovated and recommissioned from the Reserve Fleet in the mid-1950s, when then-new concepts in amphibious warfare (vertical envelopment) imposed a requirement upon the Navy to develop a ship which could serve as part heliport, part transport and part command ship.

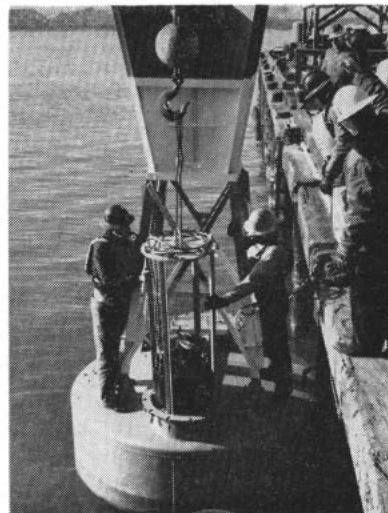
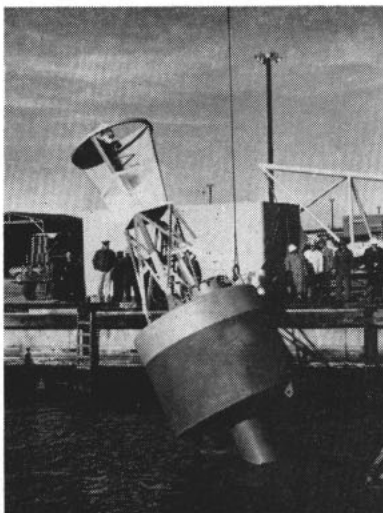
In the years since 1944, the 10,000-ton *Thetis Bay* has logged almost 200,000 miles of Pacific travel. Since her rebirth as an amphibious assault ship, she's racked up more than 26,000 accident-free landings—a record for rotary-winged aircraft operations aboard a carrier.

Isbell Trophy for VS-38

Safety, like virtue, is its own reward. Aside from the obvious benefits reaped by naval aviators who play it safe, VS 38 squadron of Carrier Antisubmarine Air Group Fifty Nine was awarded the Arnold Jay Isbell trophy for safety.

Air Antisubmarine Squadron 38 logged 3500 flight hours and 1000 carrier landings without accident since its last deployment in May 1961.

VS-38 is embarked aboard *uss Bennington* (CVS 20). It consists of 31 officers and 158 enlisted men and is homeported at San Diego, Calif.



NUCLEAR-POWERED buoy is launched. Rt: Battery unit is installed.

Coast Guard Installs Nuclear Buoy

A nuclear-powered navigation buoy has been launched in Curtis Bay, Md., by the U. S. Coast Guard. Success of this prototype could revolutionize the present system of tending remote lights and beacons.

Electricity for the flashing light in the seven-ton, 26-foot-high buoy comes from a small nuclear-powered generator. The buoy can operate for 10 years or more without refueling.

The generator is called SNAP-7A and is the latest in a series of "Systems for Nuclear Auxiliary Power" under development by the Atomic Energy Commission. It is the first of its type to operate under water.

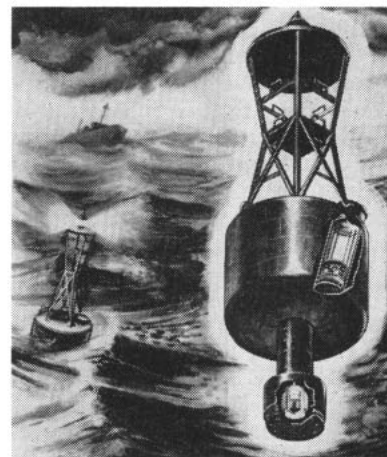
After a preliminary test in Curtis Bay, the buoy will be transferred to a point in the Chesapeake Bay, opposite the mouth of the Potomac River, for about six months. There, its performance will be checked regularly by the Coast Guard. The adjustable light blinks on every five seconds, and in clear weather can be seen for several miles.

Heart of the atomic generator is a four-sided fuel block loaded with Strontium-90 in the form of insoluble ceramic pellets. As the radioactive material decays inside the block it generates heat, which is converted directly into electrical energy by 60 pairs of thermoelectric elements.

The generator is rugged enough to survive an accidental ram without releasing its fuel.

Once the buoy is in place, the radiation it emits into the air during operation is less than that normally present in the atmosphere as a result of cosmic rays. The surrounding water is kept free from radioactivity.

Even with its thick shielding, SNAP-7A weighs only about a ton. This is about 500 pounds less than the lead-acid batteries normally used in the navigation buoy. A more important feature, however, is that the generator should require only two routine maintenance checks during its 10-year life. Batteries are normally replaced in a buoy of this type at least once a year, and the operation is difficult and costly.



DRAWING of first nuclear-powered navigation buoy shows the battery unit and the generator.



UNOFFICIAL drum and bugle corps of the Pacific Fleet's USS Delta is believed to be the only one representing a Navy ship. (see p. 27).

Recommissioned Ships

Out of mothballs, and into active service as a boost to U. S. defense measures, are a variety of amphibious and service ships, some of which have already gone to work. These include:

- **USS Mazama (AE 9)**—From the mothball fleet at Orange, Tex., *Mazama* was towed to Pennsylvania last summer for a three-month overhaul and recommissioning at Philadelphia. She now operates with Service Squadron Two of Service Force, Atlantic, and is homeported at Mayport, Fla.

Mazama was built in Tampa, Fla., and first commissioned in March 1944. (She was named after Mount Mazama, a former volcano which is now the site of Crater Lake, Ore.) *Mazama* participated in operations off Saipan and Japan during the closing stages of World War II. She was decommissioned in 1947, but was reactivated in 1955 for service in the Atlantic. She was again deactivated in 1958.

- **USS Mauna Loa (AE 8)**—Also taken from mothballs at Orange, *Mauna Loa* was towed to Chester, Pa., last summer for overhaul, and was recommissioned at Philadelphia.

Mauna Loa is named after a volcano on the island of Hawaii. She was constructed in Tampa and commissioned in 1943. The ship served with the Pacific Fleet during WW II, was deactivated in 1946, but was reactivated in 1955 and served with Service Squadrons Two and Four and the Sixth Fleet. She was last deactivated in 1958.

- **USS Ashland (LSD 1)**—*Ash-*

land has joined the Atlantic Fleet Amphibious Force. She was recommissioned at Little Creek, Va.

At the time of her commissioning in 1943, *Ashland* represented the largest type of ship ever constructed for amphibious warfare (458 feet in length, 7900 tons). Her name commemorates the Kentucky home of Henry Clay.

During WW II *Ashland* participated in amphibious operations in the Gilbert, Marshall and Mariana islands, and at Leyte, Luzon and Iwo Jima. She was decommissioned and placed in the Pacific Reserve Fleet in 1946, but was reactivated four years later for service with the Amphibious Force, Atlantic. *Ashland* was mothballed in the Norfolk Group of the Atlantic Reserve Fleet in 1957. She carries approximately 265 officers and enlisted men.

- **USS Earle B. Hall (APD 107)**—*Hall* was also recommissioned at Little Creek last fall, and, like *Ashland*, now serves with PHIBLANT. *Hall* was originally constructed as an escort vessel (DE 597). She was first commissioned in May 1945. Her name was selected in honor of a Dawson Springs, Ky., Navyman (Earle B. Hall, AD2) who was killed in action in the Philippines, in December 1941.

In 1946 *Hall* was decommissioned, but she was reactivated in December 1950 for service with PHIBLANT. The ship was last mothballed in 1957.

- **USS Ruchamkin (APD 89)**—Another onetime escort vessel (DE 228), *Ruchamkin* was called up last fall and reactivated in Boston.

Like *Hall*, the modified DE is designed for transporting UDT and reconnaissance personnel to amphibious operations areas, and can be used as a primary control vessel during amphibious assaults.

Newest Guided Missile DD

The guided missile destroyer *USS Goldsborough (DDG 20)*, due for commissioning late this year, has been launched at Seattle, Wash.

The DDG will be armed with *Tartar* surface-to-air missiles and an *Asroc* launcher, in addition to 5-inch guns, torpedo launchers and depth-charge equipment. She will be 431 feet in length, measure 47 feet across the beam, and, when fully loaded, displace 4500 tons.

Four boilers, which feed 70,000 horsepower to twin screws, will give *Goldsborough* speeds in excess of 30 knots.

The ship is named for RADM Louis M. Goldsborough, who served in the Navy for 61 years (1812-1873).

Flight Safety Record

Formation Flight Unit 2 of VT-3, NAAS Whiting Field, Milton, Fla., claims a safety record for the training command with a total of 65,000 accident-free hours since March 1958. Eight of the formation's 25 instructors have flown more than 1000 accident-free hours.

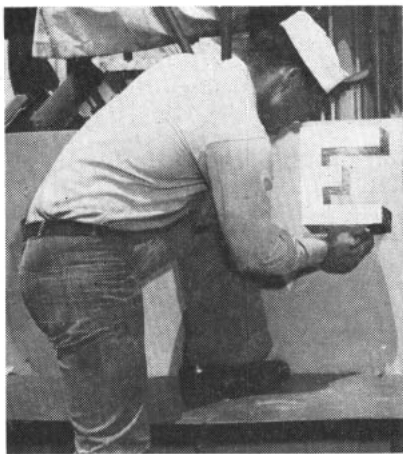
The secret of success, according to the unit leader, is to train each student as though he were a safety officer. The unit aims to turn out safe, as well as proficient, aviators.

DLG Carries Terriers and Asroc

A new guided missile frigate, the 7000-ton *Harry E. Yarnell (DLG 17)*, is scheduled to join the Fleet's operating forces early next year. The ship, launched recently at Bath, Maine, is 533 feet in length and measures 53 feet at the beam.

When ready for service, *Yarnell* will be armed with *Terrier* missiles and *Asroc* antisubmarine rockets. Three-inch guns and torpedo tubes will back up the ship's missile batteries. She will also be equipped with a helicopter landing platform.

Yarnell is the first ship to be named in honor of the late Admiral Harry E. Yarnell, commander of the Asiatic Fleet from 1936 to 1939, and a Special Advisor in the offices of SecNav and CNO during WW II.



PAINTERS — Crewmen (left and right) of USS *Sproston* dress up two of her awards for fiscal year 1961.

This Ship Is E-OK

THE ESCORT DESTROYER USS *Sproston* (DDE 577) almost ran out of paint recently. Not gray; but black, white and green. The crew was decorating the ship with "Es," "As" and "Cs."

The most significant "decoration" was the Commander Cruiser-Destroyer Force, Pacific Fleet, Battle Efficiency "E" for fiscal year 1961.

Besides this "E," the antisubmarine "A" and four gunnery "Es" — one each on mounts 31 and 32, and on directors, Mark 37 and 50, were added. A bit of color was included when the green "C" and "E" were added for accomplishments in communications and operations.

Sproston has also been awarded the Destroyer Squadron 25 "best in squadron" plaques for operations and gunnery.

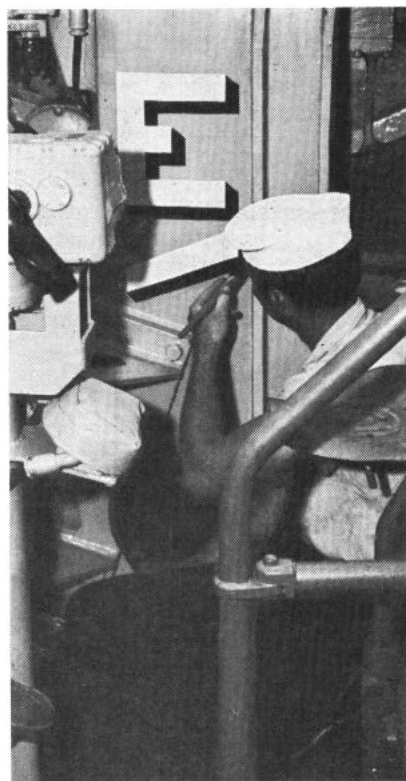
Hard work is not new for *Sproston*. She joined in the action of World War II within months after

she was commissioned on 19 May 1943. *Sproston* downed her first enemy plane on 25 Oct 1944, and by 4 Jun 1945 she had "killed" six additional planes and helped to splash three others.

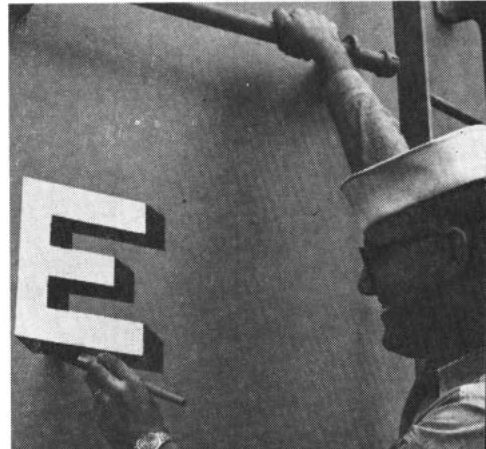
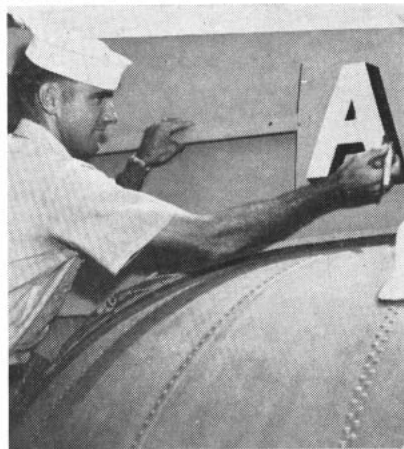
Her first submarine kill came toward the end of the war while en route back to the United States. *Sproston* came across a battle between USS *Antares* (AK 258) and two Japanese submarines and immediately joined in the fight.

She sowed a pattern of depth charges which forced one of the subs to the surface. *Sproston's* main battery soon destroyed that Japanese undersea craft.

Sproston was decommissioned in 1947, but when the action began in Korea, she was again called to active duty. She performed well in the Korean campaign and, if her awards are any indication, she's still doing a great job for the Navy.



AWARDS are painted on Mark 56 director, Weapon Alfa launcher, Mark 37 director and Mount 31.



SERVICESCOPE

Brief news items about other branches of the armed services.

AN ENGINE INVENTED 150 years ago may be used by the U. S. Air Force in future space vehicles.

Scientists of the Air Force Systems Command are converting the century-and-a-half old Stirling cycle engine for use as a solar energy power source. Combined with a solar energy collection unit, the lightweight engine will provide electrical power to operate space vehicle equipment.

A \$647,700 contract has been awarded to redesign and produce one complete lightweight package for use in space vehicles. During tests, the power unit will be run continuously for 1500 hours and is expected to produce three kilowatts of power—enough to power 30 100-watt light bulbs. The 1961 Stirling model will be lighter and more effective than its ancient grandfather.

Here's how the solar power system should work: A chemical, lithium hydride, will be used to store energy as the system orbits the sun. This energy will be fed back to the engine when it enters the earth's shadow, where the sun would not be available as a power source.

★ ★ ★

A NEW "DO-IT-YOURSELF" condensation kit capable of converting ocean water into drinking water has been developed by the U. S. Army. It may keep future survivors of sea disasters from dying of thirst.

Called the "sit still," the gadget is a product of the Army Engineer Research and Development Command, Fort Belvoir, Va. Several kits can provide a floating shipwreck victim with as much as a pint of water in 16 hours—enough to keep him alive.

The kit is made up of a sheaf of five sheets, all about the size of standard typewriter paper. They are: A black plastic film (on top); a piece of paper toweling or cloth; a water repellent screen; a sheet of aluminum foil, and a cloth backing for the foil. A sponge to collect the water completes the outfit.

Here's how the gimmick works. The five sheets are



THE LINEUP—Army's 50-ton main battle tanks roll off production line at Detroit, Mich., Tank Arsenal.



RADAR antennas towering 16 stories high are being operated by the USAF at Thule, Greenland.

dipped in the ocean, excess water drained off, and the aluminum foil wiped dry.

Reassembled with the plastic film on top, the sheaf is then exposed to the heat of the sun, or if it happens to be a cloudy day or night, to the heat of the survivor's body. In other words, he sits on it.

Either way, heat penetrates to the aluminum foil, which is then cooled by the bottom, salt water-soaked cloth. In the cooling process, a condensation of fresh water forms on the foil. The sponge is used to soak up those drops of fresh water. Use of additional sheets of toweling, screen and foil will increase the yield.

★ ★ ★

A COMPUTER-TRANSMITTER SYSTEM which calculates aerial battle commands, then instructs fighter pilots to perform interceptions, has been successfully tested by the Air Force Systems Command at Hanscom Field, Mass. The new electronic brain, known as Time Division Data Link (TDDL, or "Tiddle" for easy pronunciation) makes it possible for one machine to relay instructions to hundreds of aircraft.

When an aerial target is detected, command instructions are fed into Tiddle via a computer. It then distributes the command to transmitters throughout the country, which, in turn, beam the message to aircraft.

Equipment aboard the planes reconverts the Tiddle code and displays it on the pilot's instrument panel. Thus, each pilot receives whatever information is necessary to accomplish the intercept.

Or, the Tiddle machine can pass its info directly to an automatic pilot in the aircraft. In this way, the intercept is completely automatic, except for the actual gun or rocket firing, which the pilot must do all by himself.

★ ★ ★

A GROUP OF ARMY transportation and communications specialists are slowly pushing through 150 miles of Panama jungle on a 60-day expedition designed to evaluate motor vehicles and communications techniques.

Equipment being tested includes the M-1 1000-gallon Rolling Liquid Transporter; the H-133 Armored Personnel Carrier; the T-116 Tracked Amphibious

Cargo Carrier, and several standard trucks. Homing devices and signal flares are also being evaluated.

The expedition is comprised chiefly of men from the U. S. Army Transportation Board, Fort Eustis, Va. Specialist teams from the Ordnance, Signal, Quartermaster, Chemical, Medical and Engineer Corps, and representatives of the Infantry Board, are making the trek as observers and technicians.

The men are relying largely on their own resources, although some supplies are being provided through air drops.

★ ★ ★

A NEW ARMY-AIR FORCE command designed to increase the flexibility, readiness and combat effectiveness of the forces assigned has been formed at MacDill Air Force Base, Tampa, Fla.

Known officially as the United States Strike Command, it is made up of elements of the Strategic Army Corps and the Tactical Air Command.

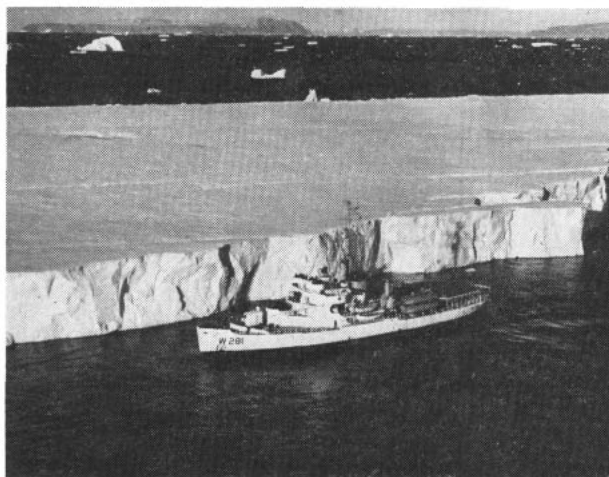
Although MacDill had been selected for inactivation, it was chosen as the initial and temporary site for Strike Command Headquarters because there are sufficient facilities available there to allow a small headquarters to begin work without delay.

The new command will provide combat-ready land and tactical air forces which can be rapidly moved when required to augment U. S. forces already deployed or to carry out such other contingency missions as may be assigned by the Secretary of Defense or the Joint Chiefs of Staff.

★ ★ ★

THE ARMY SIGNAL CORPS now has an air-transportable air defense system (it's moved around by helicopter) which can help battle commanders coordinate the fire of Nike and Hawk air defense missile batteries. The system consists of five or more plastic and aluminum shelters that are moved from one military position to another in any would-be battle area, including the roughest mountains and jungles. It's ready for action minutes after a helicopter sets it down.

One of the units is an operations central which broadcasts target information. The others are coder-



COAST GUARD icebreaker *Westwind* (WAGB 281) steams near island of ice during Arctic operations.

decoder units which act as network pickup stations.

With the mobile air defense system, commanders can monitor enemy aircraft and assign targets (by digital message) to various widely separated missile batteries. Coder-decoders at the missile sites transmit the status of each battery to operations central. *Helilift* also contains an auxiliary four-wire voice communications network.

★ ★ ★

A NEW ANTI-MALARIA PILL developed by the Army Medical Service and successfully field tested in Korea is now available to the armed forces as a standard item.

The pill contains a combination of chloroquine and primaquine. Formerly, chloroquine was administered in weekly dosages to patients in malarious areas, followed by a dosage of primaquine for 14 consecutive days during the return trip to the United States from the Far East. The new pill is taken only once a week while in the malarious area.

Under the old system, with increased use of air transportation, it would have been necessary to arrange medical surveillance of patients for two weeks after returning to the United States, or detain personnel either in Korea or the United States for two weeks' medical surveillance during treatment.

Besides being a time saver, the new tablet also tastes better. The new tablet has a coating which disguises its bitter taste. This has been an objectionable feature of both the old chloroquine tablet and the early chloroquine-primaquine tablets.

★ ★ ★

THE ARMY HAS RELAXED its vision standards. As a result, severe color blindness is no longer a bar to peacetime service.

In the future, men who are severely color blind (unable to distinguish bright red from bright green) will be assigned clerical jobs or work that does not require acute color perception.

Approximately one per cent of the men examined for Army duty are severely color blind, reports the Army Surgeon General's office.



'AGGRESSORS' en route to Army maneuvers on San Juan Islands board USS *Polk County* (LST 1084).

THE WORD

Frank, Authentic Information On Policy — Straight From Headquarters

• **MEDALS** — Somebody, BuPers says, isn't as bemedaled as he should be. The Bureau still has on hand a considerable stock of National Defense and Korean Service Medals, which it ordered in sufficient quantities to meet the demand of those who merited these medals.

The missing, the Bureau thinks, may be among the ranks of involuntarily recalled Reservists, inactive Reservists and discharged veterans. They might also be among the ranks of Regular Navy men.

Whoever they may be, the Bureau suggests a considerable number of those eligible may be out of uniform when medals are to be worn. It also suggests commanding officers comb their records and remind eligible Navy men of their eligibility.

• **AREAS FOR FOREIGN CARS** — Owners of foreign-made automobiles purchased overseas since 6 Mar 1961 now have 15 areas to which their cars may be shipped at government expense. Czechoslovakia and Ethiopia have been added to the 13 original areas.

Alnav 43, which announced the original list of countries, has also been clarified. Ireland, one of the areas originally designated as an area to which foreign cars may be shipped, includes Northern Ireland.

The 13 areas already announced as having inadequate maintenance facilities for American-made automobiles are Bermuda (within limitations of Bermuda law), Indonesia, Hungary, Cyprus, Republic of the Congo, Eritrea, Bulgaria, Yugosla-

via, Afghanistan, Malta, Poland, Ireland (including Northern Ireland) and areas around Holy Loch, Scotland (Argyll County and Gourock-Greenock Township).

• **ALL-NAVY CARTOON CONTEST** — With fanfare and a couple of hear ye's, announcement is made of the seventh All-Navy Cartoon Contest.

The rules this year are similar to those of former years. The contest is open to all active duty Navy personnel AND their dependents.

Anybody falling into these categories who feels capable of drawing a chuckle-producing gag or situation cartoon with a Navy background should submit his entry on eight by ten and a half inch white paper or illustration board. In order to be acceptable, the cartoon must have a Navy theme or background, must be in good taste.

All cartoons entered must have the following information securely attached to the back:

Full name of the originator; rate/grade; serial/file number; duty station; home town and home town newspaper; command recreation fund administrator; and a brief statement certifying the cartoon to be original.

In addition, the following statement must be attached to the cartoon:

"All claims to the attached entry are waived and I understand the Department of the Navy may use as desired."

The statement is then signed by

the contestant and forwarded via the contestant's commanding officer or his representative.

If the contestant is a dependent of a Navyman, the cartoon must bear this certification:

"I am a dependent of..... rate/grade; serial/file number."

All entries will become the property of the Navy Department and will not be returned. They must be in the hands of the Chief of Naval Personnel (Attn: Pers-G11 by 1 Jun 1962).

The five cartoons that produce the biggest yuks from the judges will be awarded All-Navy championship trophies furnished by the Chief of Naval Personnel. The trophies will be forwarded to the winners via their commanding officers.

All winning cartoons will be published in ALL HANDS Magazine and suitable mention will be made in the Special Services Newsletter.

• **PENNSYLVANIA BONUS**—The eligibility requirements for cash bonus payments to Pennsylvanians who served on active duty during the Korean conflict have been amended. As a result, as much as \$500 may now be paid to Navy men who were ineligible for the bonus under the old law. Here's how it looks now:

You must have been a resident of Pennsylvania at the time you entered the service.

If you served on active duty (in any of the armed forces) for more than 60 days between 25 Jun 1950 and 27 Jan 1954, and were discharged under honorable conditions, you may receive \$10 for each month of service.

If you hold the Korean Service Medal as a result of service in the Korean war zone you may receive \$15 for each month of service.

But, if you served on continuous



DON'T HOLD UP ship's work. Pass this issue of ALL HANDS Magazine along to nine other shipmates.

Fred Korth Succeeds Connally as SecNav

The new man at the helm is Fred Korth, who succeeded John B. Connally, Jr., after he resigned as Secretary of the Navy.

Mr. Korth is 52 years old and has been a banker in Fort Worth, Texas. A lawyer, he graduated from the University of Texas in 1932 and completed his law studies at George Washington University, Washington, D. C.

An Army Officer during World War II, he served with the Air Transport Command, which he left as a lieutenant colonel.

In 1951, Secretary of the Army Frank Pace, Jr., invited Mr. Korth to lend a hand for a couple of weeks. Mr. Korth accepted the invitation, but the weeks lengthened into years, during which time Mr. Korth served as Assistant Secretary of the Army.

active duty (in any of the armed forces) for four or more years before 25 Jun 1950, you are not eligible to receive a bonus, unless you were a resident of Pennsylvania not only when you entered the service, but also on 1 Jan 1961.

The maximum payment is \$500.

Survivors of eligible personnel who died while on active duty between 25 Jun 1950 and 27 Jul 1953 may receive a \$500 payment.

If you qualify for the bonus, your request for an application should be sent to:

Korean Conflict Veteran's
Compensation Bureau
Department of Military Affairs
Commonwealth of Pennsylvania
Harrisburg, Pa.

The deadline for filing is 31 Dec 1963.

A roundup of this and other state bonus laws is contained in BuPers Inst. 1760.3.

• **CPO ADVANCEMENTS**—A big package was under the Christmas tree last month for E-7s and E-8s who were advanced to E-8 and E-9 respectively.

A list of 4052 men to be advanced to E-8 and 720 men to be advanced to E-9 accompanied BuPers Notice 1430. Their commanding officers were instructed to advance

those named to their new grades effective 16 December 1961, unless they proved ineligible for advancement, were physically disqualified, declined to sign an obligated service agreement, or did not reenlist or extend their enlistments.

• USAFI ARITHMETIC COURSE

—A revised course in review arithmetic is now available through USAFI, Madison, Wis.

Numbered C-150, and titled *Review Arithmetic*, the course is designed as a refresher for those persons interested in reviewing the basic principles of arithmetic. Material covered is similar to that offered in refresher courses by civilian schools at the high school level. A few new topics are introduced, and discussions of some previously taught topics are expanded.

Included in the course are addition, subtraction, multiplication, division, fractions, decimals, percentages, measures, scale drawing, square roots, ratios, graphs, proportions and problem solving.

The course is being offered for both the correspondence (17 lessons) and group-study methods. Prerequisites are either a course in arithmetic similar to A-035, or eighth-grade ability in the subject. See your I and E officer for more details.

• ACTIVE DUTY RESERVISTS —

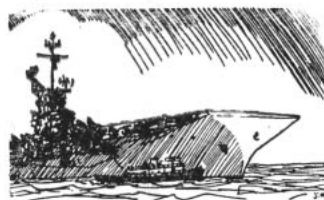
The Chief of Naval Personnel has revised the list of open rates in which certain active-duty Naval Reservists may enlist in the Regular Navy, provided they are qualified in all respects under BuPers Inst. 1130.4F.

This revised list, recently announced as change nine to the instruction, contains a total of 74 open rates. They are:

SR, SA, SN
FR, FA, FN
AR, AA, AN
ADR3
ADJ3, 2, 1
AT3, 2, 1
AO3
AQ3, 2, 1
AC3
AE3
PR3, 2
PH3
PT3
BT3
BR1, C
CT3, 2
CE3

ET3, 2, 1, C
EM3, 2, 1
FT3, 2, 1
GMT3, 2, 1, C
GS3, 2, 1, C
IC3, 2, 1
MM3, 2, 1
MR3, 2
MU3
PC3
QM3, 2
RD3, 2, 1
RM3, 2, 1
SM3
SO3, 2, 1
SW3
TM3

QUIZ AWEIGH



A few years ago you could probably name almost every type of ship in the Navy and tell her letter designation. In today's Navy, however, there are so many new types, each with a special job to do, we wonder if you are still able to do this. Test yourself.

1. Three AGOR type ships are currently under construction and should be launched this year. An AGOR is: (a) an Amphibious Force Flagship (ocean radar); (b) an Oceanographic Research Ship; (c) an Icebreaker Repair Ship, or; (d) a Surveying Ship, Radar.

2. The DLG type ship pictured below is already in service, and 10 more are currently under construction. A DLG is: (a) a Guided Missile Destroyer Leader; (b) a Frigate; (c) a Guided Missile Destroyer (large), or; (d) a Guided Missile Frigate.

3. Only one PC(H) is under construction. It is the first of the type and could usher in a new era in ship design. A PC(H) is a: (a) Patrol Craft (heavy); (b) Patrol Craft (hydrofoil); (c) Submarine Chaser (heavy), or; (d) Submarine Chaser (hydrofoil).

4. The AGM is also one of a new class. It was recently delivered to the Navy and should play an important role in the modern Fleet. An AGM is: (a) a Surveying Ship (medium); (b) an Icebreaker (medium); (c) a Missile Range Instrumentation Ship, or; (d) a Guided Missile Ship (auxiliary).

5. Three converted ships are currently in service as LPHs and several others are under construction. An LPH is: (a) an Amphibious Assault Ship; (b) a Helicopter Assault Aircraft Carrier; (c) an Amphibious Patrol Ship, or; (d) a Landing Ship (heavy).

Turn to page 54 for the correct answers.



THE BULLETIN BOARD

Rules and Regs on Medals and Awards, and How to Wear Them

MEDALS AND RIBBONS represent the thanks of a nation for services rendered in its honor. They commemorate entire wars, single campaigns, noteworthy service or group and personal heroism.

U.S. military medals originated during the Revolution. The first, voted by Congress on 25 Mar 1776, was a gold medal commemorating the evacuation of Boston by the British. It was presented to George Washington.

Later, it was Washington who established a decoration for individual service, with a general application to the enlisted man.

This was the Order of the Purple Heart, a decoration comprised of a "figure of a heart in purple cloth or silk, edged with narrow lace or binding." It was presented to men who performed service of "unusual gallantry and extraordinary fidelity." (After the Revolution, the Order of the Purple Heart disappeared. It was revived by the Army on 22 Feb 1932 out of respect for Washington and his military achievements. The Navy began to use the award again in 1942. The medal itself bears the impression of General Washington. It is now awarded only to men killed or wounded in action).

Through the years, medals and ribbons have become firmly established in Navy tradition. Today there is a wide variety of awards in several categories.

Award is an all-inclusive term for decorations, medals, badges and ribbons.

Decoration is a mark of honor conferred on an individual for a specific act of gallantry or meritorious service.

Medal is a mark of distinction distributed to individuals who have participated in designated wars, campaigns or expeditions, or who have performed some special service. It consists of a suspension ribbon and medallion.

Badge is a distinctive device worn as a sign of special qualifications aside from the normal duties of rank

or rate. It is a medallion hung from a bar.

Service Ribbon is a length of the same ribbon which supports a decoration or medal, worn in lieu of the actual award on the service dress uniform.

Unit Award is made to an operating unit and worn only by members of that unit who participated in the cited action.

Service Award is made to those who have participated in designated wars, campaigns, expeditions, etc., or who have fulfilled, in a creditable manner, specified service requirements.

Miniature Medal is a half-scale replica of a large medal.

Rosette is a lapel device made by gathering the suspension ribbon of a medal into a circular shape.

Lapel Button is a miniature replica of a ribbon or ribbon bar.

Attachment is any star, letter, clasp or other device worn on the suspension ribbon of a medal or on the service ribbon.

Here's a summary of the various awards authorized to be worn on the Navy uniform.

• **Military Decorations** — These, in their order of precedence, are the military decorations authorized for the Navyman.

Medal of Honor

Awarded to: Any person who,

All-Navy Cartoon Contest
Peter Arthur Hansen, EN2, USN



"For the last time, Clagget, blood pressure is taken on the arm."

while in the naval service of the United States, in action involving actual combat with the enemy, or in the line of his profession, distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. *This medal may be awarded for combat or non-combat action.*

Time limits for recommendations or awards: Must be recommended within three years from date of distinguished act or service and awarded within five years from date of act or service.

Navy Cross

Awarded to: Any person serving with the naval service of the United States, who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy. *Awarded for combat only.* Time limits for recommendations or awards are the same as those for the Medal of Honor.

Distinguished Service Medal

Awarded to: Any person who, while serving in any capacity with the Navy of the United States after 6 Apr 1917, distinguished himself by exceptionally meritorious service to the government in a duty of great responsibility. *Awarded for combat or non-combat action.* Time limits for recommendations or awards are the same as those for the Medal of Honor.

Silver Star Medal

Awarded to: Any person who, while serving in any capacity with the Navy of the United States since 6 Dec 1941, distinguished himself conspicuously by gallantry and intrepidity in action not sufficient to justify award of the Medal of Honor or Navy Cross. *Awarded for combat action only.* Time limits for recommendations or awards are the same as those for the Medal of Honor.

Legion of Merit

Awarded to: Personnel of the

ALL HANDS

armed forces of the United States and friendly foreign nations who, since 8 Sep 1939, have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding service. *Awarded for combat or non-combat action.* The time limit is the same as that for the Medal of Honor. (The Legion of Merit is awarded to U.S. personnel without reference to degree. It is awarded to foreign personnel in four degrees — Chief Commander, Commander, Officer or Legionnaire).

Distinguished Flying Cross

Awarded to: Any person who, while serving in any capacity with the Army, Air Corps, National Guard or Organized Reserves, or with the United States Navy, Marine Corps, Coast Guard or Air Force after 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in an aerial flight. *Awarded for combat or non-combat action.*

Time limits for recommendations or awards: Must be recommended within two years from date of distinguished act or service, and awarded within three years from date of act or service.

Navy and Marine Corps Medal

Awarded to: Any person who, while serving in any capacity with the United States Navy or Marine Corps, including Reserves, shall have since 6 Dec 1941 distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Medals. *Awarded for non-combat action only.*

Time limits for recommendations or awards: Must be recommended within three years from date of distinguished act or service, and awarded within five years from date of act or service, except when awarded in lieu of commendation previously awarded for heroism.

Bronze Star Medal

Awarded to: Any person who, while serving in any capacity in or with the Army, Navy, Marine Corps or Coast Guard of the United States

Where to Write for Medals You Have Not Received

What should you do when you think you're eligible for some medal or decoration, but have not received it?

Simply submit a request, via your commanding officer, to the Chief of Naval Personnel, Navy Department, Washington 25, D.C. If you are asking about a campaign or service medal, address the request to Pers E-24 (for officers) or Pers E-3 (for enlisted men). If the request concerns a personal decoration which you feel you are entitled to receive, but which has not been awarded to you, address it to Pers G-25, and forward whatever evidence you may have of your entitlement.

on or after 7 Dec 1941, distinguishes (or has distinguished) himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connec-

tion with military or naval operations against an enemy of the United States. *Awarded for combat action only.* The time limit is the same as that for the Medal of Honor.

Air Medal

Awarded to: Any person who, while serving in any capacity in or with the Army, Navy, Marine Corps or Coast Guard of the United States after 8 Sep 1939, distinguishes (or has distinguished) himself by meritorious achievement while participating in an aerial flight. *Awarded for combat or non-combat action.* The time limit is the same as that for the Medal of Honor.

Navy Commendation Medal

Awarded to: Any person of the Navy, Marine Corps or Coast Guard who has received an individual letter of commendation, signed by the Secretary of the Navy; the Commander in Chief, United States Fleet; the Commander in Chief, United States Pacific Fleet; or the Commander in Chief, United States Atlantic Fleet, for an act of heroism or service performed between 6 Dec

WHAT'S IN A NAME

Run Around

The next time you are out on deck getting the run around as part of today's physical fitness program, don't blame the modern Navy for originating the idea.

Although the present exercise program is perhaps more formalized and includes more tests, the run around part of it goes back many years.

The following story, which appeared in a magazine back in 1898, tells of just this



sort of exercise being done aboard one of the Great White Fleet battleships during its cruise around the world:

"The band plays a lively march and the order for the run around is given. Jackie [short term used in those days for Blue-jackets] likes this. It is his exercise. It is to him what 'wheeling' is to the landsman.

"It is his opportunity of moving a little faster than usual. In double-quick time each section runs in an ellipse for five minutes, the line of sailors usually being barefooted at this time of the day. They dodge in and out of the sunlight and shadow, laughing and showing the gaiety of their feeling."

In common usage today, to get the run around means that somebody is putting you on or passing the buck at your expense. In the 1800s, however, the term was described as "gymnastics of youth," and was illustrated by sailors "descending from considerable heights, sliding down a rope by their hands."

The next time you're out running around during a physical fitness session, and someone tells you it wasn't like this in the old Navy — tell him.

1941 and 11 Jan 1944, and to any person of the above services who later received such a commendation signed by the Secretary of the Navy or other designated authorities, provided the letter of commendation specifically authorized the Commendation Medal. *Awarded for combat or non-combat action.* The time limit is the same as that for the Medal of Honor.

Purple Heart

Awarded to: Persons wounded in action against an enemy of the United States while serving with the Navy, Marine Corps or Coast Guard of the United States, if the wound necessitated treatment by a medical officer. Also awarded to next of kin of persons killed in action. *Awarded for combat action only.* No time limit for recommendations or awards.

• **Unit Awards**—These, in their order of precedence, are the unit awards authorized for wear. They rank after the military decorations.

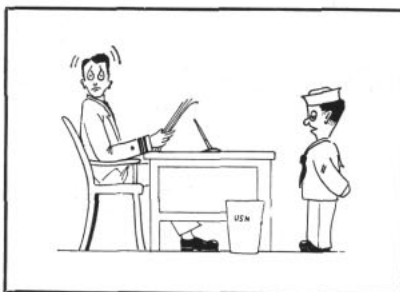
Presidential Unit Citation

Awarded to: Any ship, aircraft or naval unit, or any Marine aircraft detachment or higher unit for outstanding performance in action on or after 16 Oct 1941. *Awarded for combat action only.* The time limit for recommendations is the same as that for the Medal of Honor.

Navy Unit Commendation

Awarded to: Any ship, aircraft detachment or other unit in the

All-Navy Cartoon Contest William V. Rockett, AM2, USN



"Yes, sir, I mailed them . . . at the last mail buoy we passed."

naval service of the United States for outstanding heroism in action against the enemy, but not sufficient to justify award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations. (Awarded by the Secretary of the Navy only). *Awarded for combat or non-combat action.* The time limit is the same as that for the Medal of Honor.

• **Non-military Decorations**—The following non-military decorations are authorized for wear on the naval uniform after unit awards:

Gold and Silver Life-Saving Medals

Awarded to: Any person who rescues, or endeavors to rescue, any other person from drowning, shipwreck or other peril of the water. The rescue or attempted rescue

must take place in waters within the United States or subject to the jurisdiction thereof, or if the rescue or attempted rescue takes place outside such waters, one or the other of the parties must be a citizen of the United States or from a vessel or aircraft owned or operated by citizens of the United States. (These medals are awarded by the Secretary of the Treasury. Part VI of the *Navy and Marine Corps Awards Manual* contains detailed information).

Medal for Merit

The Medal for Merit was created by an act of Congress for the purpose of rewarding civilians of the nations prosecuting the war under the joint declaration of the United Nations, and of other friendly foreign nations, who have, subsequent to the proclamation of an emergency by the President, distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services. (Terminating date for the award of the medal for WW II service is 31 Dec 1946).

Medal of Freedom

The Medal of Freedom, created by Executive Order 9586 of 6 Jul 1945, may be awarded to any person, other than a member of the armed forces, who on or after 7 Dec 1941 shall have performed a meritorious act or service which aided the United States in the prosecution of a war against an enemy or enemies, aided any nation engaged with the United States in the prosecution of a war against a common enemy or enemies, or furthered the interest of the security of the United States or of any nation during a period of national emergency.

National Security Medal

The National Security Medal (created 19 Jan 1953) may be awarded to any person, without regard to nationality, including a member of the armed forces of the United States, who, on or after 26 Jul 1947, has made an outstanding contribution to the national intelligence effort. This contribution may consist of either exceptionally meritorious service performed in a position of high responsibility, or of an act of valor requiring personal courage of a high degree and complete dis-

New Award: SecNav Commendation for Achievement

The Navy's newest award is the Secretary of the Navy Commendation for Achievement—established last May by SecNav in recognition of the superior professional achievements of active duty junior officers (LCDR and below) and enlisted personnel. The award consists of a citation and a ribbon. (The ribbon is patterned after the Navy Commendation Ribbon, but has orange stripes instead of white.)

For officers, the SecNav Achievement Award recognizes original and constructive professional achievements in the areas of operation, administration or management. For enlisted personnel, it is

awarded in recognition of superior leadership achievement, or other services which result in "a significant contribution to the naval service."

The award should be recommended only when the achievement is such that special notation in fitness or evaluation reports would not be appropriate recognition, and when the service is not sufficient to deserve recommendation for some higher award, such as the Navy Commendation Medal. Recommendations should be forwarded to SecNav in the same manner as other awards.

SecNav Inst. 1650.16 contains other details.

regard for one's personal safety.

Other non-military decorations authorized for wear on the naval uniform are:

Navy Distinguished Public Service Award; National Aeronautics and Space Administration Distinguished Service Medal; Merchant Marine Distinguished Service Medal; Merchant Marine Meritorious Service Medal; and Merchant Marine Mariner's Medal. (If you have been awarded, and are authorized to wear, more than one non-military decoration, such decorations must be worn in the order of date of acceptance, except that when two or more decorations from the same agency are worn, the order of wearing will be in accord with precedence established by that agency).

• **Service Awards** — The *Navy and Marine Corps Awards Manual* gives the who, what, when, where and why of the various service awards. In their order of precedence, they are the:

Reserve Special Commendation Ribbon
Navy Good Conduct Medal
Naval Reserve Meritorious Service Ribbon
Naval Reserve Medal
Byrd Antarctic Expedition Medal
Second Byrd Antarctic Expedition Medal
U. S. Antarctic Expedition Medal
Navy Expeditionary Medal
Victory Medal (WW I)
Haitian Campaign Medal (1919-20)
Second Nicaraguan Campaign Medal
Yangtze Service Medal
China Service Medal (1937-39)
American Defense Service Medal
Area Campaign Medals (worn in the order earned)
a. American Campaign Medal
b. European-African-Middle Eastern Campaign Medal
c. Asiatic-Pacific Campaign Medal
Victory Medal (WW II)
Medal for Humane Action
Navy Occupation Service Medal
China Service Medal (1945-47)
National Defense Service Medal
Korean Service Medal
Antarctica Service Medal
Armed Forces Reserve Medal
Merchant Marine Gallant Ship Unit Citation
Merchant Marine Defense Bar
Merchant Marine Combat Bar
Merchant Marine War Zone Bars (worn in order earned)
a. Atlantic War Zone
b. Mediterranean-Middle East War Zone
c. Pacific War Zone
Merchant Marine WW II Victory Medal
Merchant Marine Korean Service Bar

Colors on Ribbons Have A Special Significance

The colors used in U. S. decorations are usually based on our national colors of red, white and blue, or colors associated with some historic or military event.

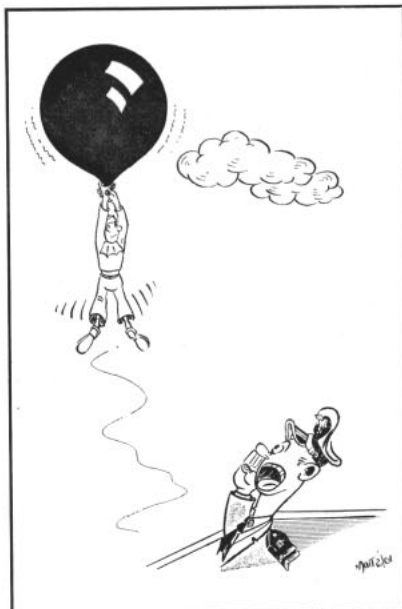
The colors for service ribbons are basically those of a wartime opponent, in combination with our national colors or colors symbolic of some particular battle or association.

The width and arrangement of stripes on ribbons are usually a matter of design, and have no other significance.

• **Foreign Decorations and Non-U. S. Service Awards** — Personnel who are specifically authorized by law to accept decorations from foreign governments (see box, page 53) may wear them in the order of their receipt, after all U. S. service awards. If you possess two or more awards from the same country, the order of precedence of those awards is determined by the rules of the country concerned.

These awards, listed in their order of precedence, *do not require legislative authorization*, and may be

All-Navy Cartoon Contest
LCDR George P. Matherson, USN



"Does it look like rain up there?"

worn immediately after all foreign decorations:

United Nations Service Medal
United Nations Medal
Philippine Defense Ribbon
Philippine Liberation Ribbon
Philippine Independence Ribbon
Philippine Republic Presidential Unit Citation
Korean Presidential Unit Citation
Vietnam Presidential Unit Citation

• **Marksmanship Badges and Awards** — These are the marksmanship awards authorized for wear on the naval uniform (listed in order of precedence).

Distinguished Marksman Badge
Distinguished Pistol Shot Badge
National Trophy Match Rifleman Badge (Gold)
National Trophy Match Pistol Shot Badge (Gold)

Navy Rifleman Badge (Gold)
Navy Pistol Shot Badge (Gold)
Fleet Rifleman Badge (Gold)
Fleet Pistol Shot Badge (Gold)
(National, Navy and Fleet Badges continue in the order above with silver taking precedence over bronze.)

Expert Rifleman Medal
Expert Pistol Shot Medal
President's Hundred Award (Enlisted Personnel only)

• **Awards of Organizations** — Several awards of military societies and other organizations are authorized for wear on the naval uniform. These organizations are the:

Regular Army and Navy Union
Army and Navy Union of the United States
American Legion, Veterans of Foreign Wars or other officially recognized veterans organizations
Corps and Divisions of the Civil and Spanish-American Wars
Medical scientific societies

Such medals and ribbons are worn in the order earned, after all U. S. service awards. Badges are worn in the order earned after marksmanship badges.

All awards authorized for the Navy uniform must be worn correctly if they are to have true meaning. The correct manner of wearing decorations, medals, ribbons and badges is contained in *U. S. Navy Uniform Regulations*.

Service ribbons, worn on service dress uniforms in the order of their precedence, are laid out in horizontal rows of three each. If not in multiples of three, the uppermost row (centered) must contain the lesser number of the ribbons.

Ribbons are worn without intervals between ribbons or rows of ribbons. On men's uniforms they are worn with the lower edge of the bottom row centered approximately one-fourth of an inch above the left breast pocket. On women's blue and white uniforms, one or two rows of ribbons are worn centered on the left pocket flap, with additional rows immediately above the flap. On the light blue jacket, ribbons are worn in the same relative position as on the blue and white coats.

If you possess six or more service ribbons you are required to wear a minimum of six (of highest precedence). However, all may be worn if desired. The arrangement is by precedence, from top "inboard" to bottom "outboard."

Ribbons may be sewed to uniforms or arranged on a bar to be attached to the uniform. They should not be covered with a transparent material of any sort.

Ribbons which do not have a symmetrical color design, or which have stars as part of the design are displayed as follows:

Medal of Honor Ribbon. The stars should form an "M" with the single ray of all stars pointing up.

Navy and Marine Corps Ribbon. The blue stripe is to the wearer's right.

Presidential Unit Citation Ribbon. The blue stripe is uppermost.

Merchant Marine Mariner's Ribbon. The blue stripe is to the wearer's right.

World War II Theater Ribbon. The blue stripe in the center is to the wearer's right.

Navy Occupation Service Ribbon. The black stripe is to the wearer's right.

Merchant Marine Combat Bar. The dark blue stripe is uppermost.

Philippine Defense Ribbon. The stars form a triangle, base down.

Philippine Liberation Ribbon. The blue stripe in the center is to the wearer's right.

Philippine Republic Presidential Unit Citation Ribbon. The blue stripe is to the wearer's right; worn with gold frame.

Korean Presidential Unit Citation Ribbon. The red portion of the circular device in the center is uppermost; worn with gold frame.

Vietnam Presidential Unit Citation Ribbon. Worn with gold frame.

Large medals are worn with the full dress uniform. The holding bar of the lowest row of medals should be located in the same position as the lowest ribbon bar, except that it may be placed just above sewed-on ribbons, which should be covered by a patch.

Each row of medals should be three-and-one-quarter inches long from top of ribbons to bottom of medals, so that bottom of medals dress in a horizontal line. When more than one row is worn, no row is to contain a lesser number of medals than the row above. Except for the uppermost row, all rows should contain the same number of medals, three medals side by side, or up to five medals overlapping. Overlapping should be equal, with the right (inboard) medal showing in full. Upper rows should be mounted so they cover the suspension ribbons of medals below.

GM2 Grabs Hot Ammo To Save Shipmates from Injury

A gunner's mate who chucked a round of smoking, smoldering ammunition over the side of his ship, after the gun he had been firing expelled it on deck, has been awarded the Navy and Marine Corps Medal.

Alfred W. Jones, Jr., GM3, the captain of a 3-inch gun mount aboard USS Willard Keith (DD 775), was at his station during an anti-aircraft exercise near Guantanamo Bay, Cuba, last March, when his gun's automatic loading mechanism failed and expelled a round of ammo on deck.

The fuze of the shell was broken and smoking. Jones jumped from the gun mount, picked it up, and threw it over the side.

During a recent ceremony aboard Keith, the ship's commanding officer presented Jones with the Navy and Marine Corps Medal and a citation which had been signed by the Secretary of the Navy. It read in part: "By his prompt and courageous action, he undoubtedly prevented possible serious injury or death to personnel in the vicinity and averted damage to the ship."

Jones, who is married, enlisted in the Navy three years ago.

The arrangement of medals is by seniority, from top down and from inboard outboard. Although all medals you possess may be worn, a minimum of five large medals must be worn if you possess five or more.

The Medal of Honor pendant is worn from a suspension ribbon placed around the neck. When worn with the officer's white service coat, the ribbon passes outside the coat collar. When worn with all other coats the ribbon passes between the shirt and coat collar. With enlisted jumpers the ribbon passes directly around the neck.

Miniature medals (for officers) are worn with evening dress uniforms, dinner dress blue jacket uniforms, and the dinner dress white jacket uniform. *Uniform Regs* should be consulted for a complete explanation of proper miniature medal display.

Badges are worn centered immediately above the left breast pocket and arranged according to seniority from inboard outboard. Exception: The President's Hundred award is worn on the left shoulder of enlisted uniforms.

Only one badge for a specific type of weapon may be worn at any one time, but two excellence in competition badges for the same weapon are authorized. Marksmanship badges received while in another service may be worn if desired.

When ribbons are prescribed, the badges are worn immediately below the bottom row of them. When large medals are prescribed, the badges are worn below the bottom row of medals, with only the medallion of each badge visible. Badges are not worn with miniature medals.

Certain insignia may be attached to decorations, medals, miniatures and service ribbons. Common attachments are small gold, bronze and silver stars. *Gold stars* indicate a second or subsequent award of a decoration. *Bronze stars*, slightly smaller than gold or silver stars, are used to indicate actual service in a cited unit at the time of an action for which the unit citation was received, second and subsequent awards of a service medal, or the engagements in which an individual participated during the campaign for which a medal is authorized.

Rules Concerning Awards from Foreign Governments

If you're ever a hero on foreign shores, or you perform some outstanding work for a foreign government, you must first obtain the consent of Congress before accepting any decoration, gift, office or title from that government.

But you don't necessarily have to refuse the award to comply with this rule. If you are told a foreign nation has made an award to you, and that your presence is desired at a formal presentation ceremony, you will be allowed to participate in the ceremony and receive the award. Then, immediately following the ceremony, you must forward the decoration and all papers, such as citations or diplomas, to the Chief of Naval Personnel, via chain of command, with a statement of explanation.

The Chief of Naval Personnel

will seek the necessary approval of the Chief of Naval Operations and forward the award to the Department of State, pending enactment of legislation by Congress which authorizes you to accept it.

This applies even if the service for which the award was made was not related to your military duties. And this same procedure must be followed by members of your immediate family, if any of them receive such an award.

The regulations do not apply to any foreign decoration awarded for services performed while you were a member of the armed forces of a friendly nation, provided it was accepted before you entered the U. S. Navy. However, if you have been awarded such a decoration you must make application to the Secretary of the Navy

for authorization to wear it on your uniform.

Once Congress has approved your award, you must follow these requirements in wearing it.

No foreign award is worn on the uniform unless at least one U. S. award is worn at the same time.

Foreign awards which are similar in design to U. S. awards may be worn on the same occasions prescribed for the wearing of U. S. awards.

If you do not possess the Medal of Honor, but receive a foreign decoration which is required to be worn at the neck, it must be worn in that manner. If you possess the Medal of Honor, you wear both at the neck, in such a manner that the foreign award shows below the Medal of Honor.

Silver stars are worn in lieu of five gold stars on the ribbons of decorations. They are also worn in lieu of five bronze stars on the ribbons of medals. The first star is centered upon the ribbon. If more than one is authorized, they are placed in a horizontal line close to and symmetrically about the center of the ribbon. One ray of the star should point down.

Metal letters are not uncommon on the ribbons of certain awards. A *bronze "V"* indicates the award was made for acts or services involving direct participation in combat operations. A *silver "W"* indicates service in the defense of Wake Island (7 to 22 Dec 1941). A *bronze "A"* indicates service on vessels in actual or potential belligerent contact with Axis forces in the Atlantic during World War II.

Clasps are worn on the suspension ribbons of large medals only. When worn with other attachments the clasp is displayed below the award. Bronze stars and letters worn in lieu of clasps are authorized for wear on the suspension ribbons of miniature medals and on service ribbons.

Other devices are as follows:

Airlift Device — Naval personnel serving at least 90 consecutive days with units in direct support of the Berlin Airlift between 26 Jun 1948

and 30 Sep 1949 are eligible to wear a gold colored miniature of a C-54 aircraft centered on the suspension ribbon of the Navy Occupation Service Medal and on its service ribbon. (The nose of the aircraft should point upward at a 30-degree angle and toward wearer's right).

Fleet Marine Force Combat Oper-

ation Insigne — Navy personnel who served on duty with, and who have been attached to, Fleet Marine Force units in active combat with an armed enemy (beginning with WW II) are authorized to wear a bronze, miniature Marine Corps emblem centered on the suspension ribbon and the service ribbon of the ap-

All-Navy Cartoon Contest

Theo H. Tennant, YNC, USN



"Jackson, I like your attitude. Whenever I tell you to do something, you jump right to it. You can always be depended upon to carry out any assignment with the highest degree of efficiency. . . ."



"... Now then, get a haircut or you're on report."

appropriate WW II area campaign medal or the Korean Service Medal.

Hour Glass—Naval Reservists may be awarded the Hour Glass device, in lieu of a second or subsequent Armed Forces Reserve Medal, for each succeeding 10 years of service.

Here are some other notes concerning awards:

Non-military decorations are not worn on the uniform unless at least one military award is worn.

Military society awards or medals, ribbons and badges of other civilian organizations may be worn only while actually attending meetings or conventions, or while participating in parades or other ceremonies as a member.

Civilian clothing is proper attire for certain awards. Miniature medals may be worn with evening dress (white tie). The Medal of Honor, for which there is no miniature, may be worn with evening dress. Miniature replicas, ribbons made in the form of lapel buttons or ribbons made in rosette form may be worn on the left lapel of civilian clothes other than evening dress.

Service buttons may be worn on the left lapel of civilian clothing (not evening dress).

Awards received for service performed while in the Army, Air Force, Marine Corps or Coast Guard, which are not listed in this article, but which are equal to those listed, are worn in the order specified by the service branch concerned—subject to these stipulations:

- In all cases of relative priority, Navy awards shall take precedence.
- Awards for wars, campaigns, expeditions, etc., shall be worn as service awards in their chronological sequence.

The Navy and Marine Corps Awards Manual (NavPers 15790) and *U. S. Navy Uniform Regulations* (NavPers 15665) are the authoritative guides on awards.



"Boy, back home the folks would be all shook up over a flood like this!"

Eligibility List Names Ships and Units Qualifying For Antarctica Service Medal

Any member of the United States armed forces or, for that matter, almost anyone else who has participated in a U. S. Antarctic expedition (or in a foreign Antarctic expedition which worked in coordination with a U. S. expedition) since 1 Jan 1946 is eligible for the Antarctica Service Medal.

No minimum amount of time has been specified as an eligibility requirement for the decoration, and it may be awarded posthumously. For those who spent a winter at the bottom of the world there is a bronze clasp, to be worn on the medal's suspension ribbon, bearing the words "Wintered Over."

A gold clasp will be awarded to those who have spent two winters at Antarctica and a silver one, to veterans of three or more Antarctic winters.

The medal and clasps are not yet available, but the ribbon bar may be purchased by eligible personnel from ships stores, Exchanges or shops which sell military supplies.

The list of ships and units which have participated in expeditions below 60° South since 1 Jan 1946 includes:

SHIPS

USNS *Alatna* (TAOG 81)
 USS *Arneb* (AKA 56)
 USS *Atka* (AGB 3)
 USS *Brough* (DE 148)
 USS *Brownson* (DD 868)
 USS *Burton Island* (AGB 1)
 USS *Cacapon* (AO 52)
 USS *Canisteo* (AO 99)
 USS *Currituck* (AV 7)
 USS *Curtiss* (AV 4)

USS *Edisto* (AGB 2)
 USS *Glacier* (AGB 4)
 USNS *Greenville Victory* (TAK 237)
 USS *Henderson* (DD 785)
 USS *Merrick* (AKA 97)
 USS *Mount Olympus* (AGC 8)
 USS *Nespelen* (AOG 55)
 USS *Peterson* (DE 152)
 USS *Philippine Sea* (CV 47)
 USS *Pine Island* (AV 12)
 USNS *Private John R. Towle* (TAK 240)
 USNS *Private Joseph F. Merrell* (TAK V-4)
 USS *Sennet* (SS 408)
 USS *Staten Island* (AGB 5)
 USS *Wilhoite* (DER 397)
 USS *Wyandot* (AKA 92)
 USS *Yancey* (AKA 93)
 USCGC *Northwind* (WAGB 282)
 USCGC *Westwind* (WAGB 281)
 USCGC *Eastwind* (WAGB 279)

UNITS

Staff, Commander U. S. Naval Support Force, Antarctica (TF-43)
 Staff, Commander U. S. Naval Task Force 39
 Staff, Commander U. S. Naval Task Force 68
 U. S. Naval Antarctic Support Activities
 U. S. Naval Support Unit III, Antarctica
 U. S. Naval Cargo Handling Battalion One
 U. S. Naval Cargo Handling Battalion Three (Detachment Bravo)
 U. S. Naval Mobile Construction Battalion Special
 U. S. Naval Mobile Construction Battalion Special (Detachment Bravo)
 U. S. Naval Mobile Construction Battalion One
 U. S. Naval Construction Battalion Reconnaissance Unit
 U. S. Naval Helicopter Utility Squadron One
 U. S. Naval Helicopter Utility Squadron Two
 U. S. Naval Helicopter Utility Squadron Two (Detachment 69)
 U. S. Naval Snow Compaction Team from Construction Battalions Pacific
 Air Development Squadron Six

The cutoff date for eligibility has not yet been determined. Additional details may be found in SecNav Inst. 1650.14.

You Too Can Be a Good Driver

A 10-hour driver improvement course—mandatory for all enlisted personnel under 25 years of age—has been introduced at the Long Beach Naval Station.

Besides that course, other parts of the station's "Operation Drive Safe" include a 20-hour course for the station's driving instructors and accident prevention rallies before holiday week ends.

In addition, all private autos are thoroughly checked before a base sticker is issued, and all enlisted transients get driving instruction.

ANSWERS TO QUIZ AWEIGH

1. (b) an Oceanographic Research Ship.
 2. (d) a Guided Missile Frigate.
 3. (b) Patrol Craft (hydrofoil).
 4. (c) a Missile Range Instrumentation Ship.
 5. (a) an Amphibious Assault Ship.
- Quiz Aweigh is on page 47.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 55 — Reminded all hands to drive safely.

No. 56 — Added Czechoslovakia and Ethiopia to list of exempted countries concerned with reductions in personal expenditures overseas, as earlier discussed in Alnav 43. Pointed out that the "Ireland" cited in Alnav 43 includes Northern Ireland.

No. 57 — Announced approval by the President of the reports of selection boards that recommended active duty officers for promotion to lieutenant commander and commander.

No. 58 — Contained the farewell message of Secretary of the Navy John B. Connally.

No. 59 — Contained greetings and best wishes of Under Secretary of the Navy Paul B. Fay, Jr.

No. 60 — Announced establishment of new commuted ration rates for enlisted personnel.

No. 61 — Announced that the ratings of BR, MM, MR, CE, PH and AG are to be included in the proficiency pay program as critical skills for P-1 awards.

Instructions

No. 1220.26 — Implements the Navy Enlisted Classification (NEC) assignment control system for all active duty enlisted personnel.

No. 1301.34A — Defines the items on the Officer Data Card (NavPers 2626); provides instruction for verification of the ODC; and outlines procedures for the submission of corrected or additional information.

No. 1500.25H — Announces dates

for fiscal year 1963 for classes at training activities under the management control of the Chief of Naval Personnel and certain schools of other services in which the Chief of Naval Personnel fills established student quotas.

No. 1710.1G — Describes basic policies and procedures governing the conduct of the All-Navy and Interservice Sports Championships.

Notices

No. 1080 (20 November) — Advised commands of procedural changes in the Naval Manpower Information System and in the enlisted personnel accounting system.

No. 1418 (20 November) — Announced the schedule for February Navy-wide examinations for enlisted personnel.

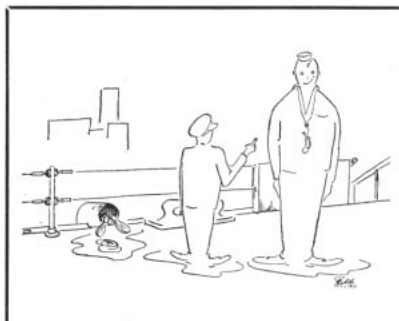
Eligibility Requirements Revised For Officers Seeking Submarine Training

Officers who want to get to the bottom of things will be interested to know the standards of eligibility for officer submarine training have been revised.

Application may now be made by any unrestricted line officer who is an ensign or lieutenant (JG) or by any prospective unrestricted line officer, regardless of source, if he will be commissioned before the convening date of the class for which he applies.

Submarine School classes begin quarterly at Groton, Conn., and last about six months. Any officer who successfully completes the course is eligible for duty in submarines, and has a shot at early command.

All-Navy Cartoon Contest Stanley James Rudge, ADJ2, USN



"Higgins, that is not the way a chief is piped over the side."

Those who make the best grades in school will be eligible for assignment to nuclear power training.

Applicants must have at least one year of obligated service remaining after they complete the course. Newly commissioned officers must have a minimum of three years' service remaining after graduation.

Officers who graduate from the Naval Academy or Regular NROTC units will have no difficulty in meeting this requirement, but officers from other sources, such as the contract NROTC and OCS programs, must agree to obligated service to fulfill this requirement.

Since submarine training is of a highly technical nature, applicants should have a baccalaureate in science or engineering, or at least have credits in physics and math.

An example of the form which applications should take can be found with BuPers Inst. 1520.6J, which also contains full details concerning requirements. Standard Forms 88 and 89 must accompany the applications.

Selections are made by Submarine School selection board, and successful candidates are notified by BuPers Notice when the Chief of Naval Personnel has approved the Board's proceedings.

SubPac Seaman School

There's something new in training techniques: A school which prepares seaman apprentices of the Pearl Harbor Submarine Base for their third white stripe.

The Caterina School for Seamen (it was the idea of, and is run by, Frank Caterina, FTC, USN, who is in charge of the sub base training division) was officially opened last September. Its curriculum is based on the Navy Training Course for Seaman (NavPers 10120 D).

The complete course lasts about a week. At least 18 hours of classroom study plus home (or barracks) work is required of each student.

To be eligible for the school, SUBPAC SAs must first complete the *Basic Military Requirements* (NavPers 10054) course. All the practical factors required for advancement to SN are completed by graduation day. (A diploma, signed by the sub base commanding officer, is presented to each graduate.)

Conditioning Exercises Are Prescribed for Waves and Nurses

WAVES and Navy nurses are busily performing their version of the twist these days — and the two-way stretch, the curl and the bend and bob too — not to mention the lifter, the swan, the circulator and the jog and jump as well.

They're not indulging in a series of new dance routines, however.

The items listed above are really exercises. They're designed to maintain a state of physical condition which will further proper health and keep physical poise and good personal appearance at the level necessary for efficient and alert execution of assigned military tasks. In short, the Navy is telling its female members the same thing it told its male personnel last August — it's time to do something about keeping in good shape, and getting in better shape. You'll find the basic directive in BuPers Inst. 6100.4.

Navy women, says the instruction, will be given a sufficient interval for conditioning before they'll be expected to meet minimum standards. They are cautioned to start at a low level, and gradually work up to the highest level they can perform. Women under 40 will eventually be expected to attain at least the fourth level, while those 40 or older are encouraged to participate in a program of calisthenics.

The eight exercises do not change,

but the number of each type required to be done within a given time must be increased gradually. The entire series of exercises must be performed within 15 minutes. The first two minutes are devoted to a general warm-up, and another minute of rest is allowed between the fourth and fifth exercises. A 15-second pause is permitted between warm-up and the first exercise and to change positions following each exercise.

The eight exercises are:

Bend and bob (No. 1)

Purpose — Maintains flexibility, tone and mobility; useful as a warm-up.

Starting position: Stand with feet apart, arms over head and hands together.

1. Bend forward. Touch floor between feet. (Knees may be bent).
2. Bob. Touch left foot with both hands.
3. Bob. Touch right foot with both hands.
4. Return to starting position.

Two-way stretch (No. 2)

Purpose — Maintains flexibility, tone and mobility; useful as a warm-up.

Starting position: Stand erect with feet apart and arms at side.

1. Bend from waist toward left,

sliding left hand downward along leg, extending right arm over head to the left.

2. Return to starting position.
3. Repeat No. 1 in reverse (bend right).
4. Return to starting position.

Lifter (No. 3)

Purpose — Improves posture and trims mid-section.

Starting position: Lie on back with arms at sides and legs extended.

1. Tuck legs, pulling feet along deck toward body.
2. Push mid-section upward (body weight resting on upper back, arms and feet).
3. Return to No. 1 position.
4. Extend legs to starting position.

Curl (No. 4)

Purpose — Strengthens, trims and tones mid-section.

Starting position: Lie on back with arms extended from sides.

1. Draw knees close to chest. Keep toes pointed and hips on floor.
2. Rotate legs to right, touching right knee to floor. Keep head, shoulders and arms as stationary as possible.
3. Return to No. 1 position.
4. Return to starting position. (This counts as one completion). Repeat Numbers 1 through 4, but rotate left (one completion).

Swan (No. 5)

Purpose — Exercises the rear muscles from head to heels.

Starting position: Lie face downward with arms outstretched from sides.

1. Raise head, arms and legs. Arch back as much as possible. Keep legs and arms straight, toes pointed.
2. Return to starting position.
3. Repeat No. 1.
4. Repeat No. 2 (one completion).

Circulator (No. 6)

Purpose — Stimulates and invigorates; tones chest and arm muscles.

Starting position: On hands and knees, fingers pointing inward.

1. Lower head and trunk by bending elbows. Touch chin to left hand.
2. Return to starting position.

Level	Stretch Warm-up Period	PHYSICAL FITNESS PROGRAM FOR NAVY WOMEN									
		EXERCISE NUMBER									
		No. 1	No. 2	No. 3	No. 4	Rest	No. 5	No. 6	No. 7	No. 8	
7		24	20	20	16		20	20	20	5	
6		20	20	20	12		18	18	18	4	
5		18	18	18	10		16	16	16	4	
Minimum Completions		16	16	16	8		12	12	12	4	
3		12	12	12	6		10	10	10	3	
2		10	10	10	4		8	8	8	2	
1		8	8	8	4		6	6	6	2	
Minutes Each Exercise	2 min.	1 min.	1 min.	1 min.	1 min.	1 min.	1 min.	1 min.	1 min.	3 min.	
		*	*	*	*		*	*	*	*	

*15 second intervals to change positions.

NOTE: Work up gradually to your best level.

Rest anytime you feel rest is necessary but total performance listed must be within 15 minutes of elapsed time.

3. Repeat, but touch chin to right hand.
4. Return to starting position (one completion).

Twister (No. 7)

Purpose — Slenderizes waistline.

Starting position: Lie on back with legs straight, feet together and arms extended to sides, palms down.

1. Raise left leg to 90 degrees.
2. Swing leg over body, try to touch right hand.
3. Return to No. 1 position.
4. Return to starting position (one completion).
5. Repeat, using right leg and left hand.

Jog and Jump (No. 8)

Purpose — Conditions circulatory and respiratory systems, and exercises major muscles in the extremities.

Starting position: Stand tall with head up, chest out, and shoulders back.

1. Jog in place, starting with left foot. Each time left foot touches counts as one time. Repeat for total of 16 times.
2. Jump to "side stride" (spread-eagle), position four times.
3. Repeat No. 1.
4. Repeat No. 2 (one completion).

Incidentally, Navy wives may want to try these exercises too.

Seven Correspondence Courses Added, Four Discontinued

Six new enlisted correspondence courses (ECC) and one officer correspondence course (OCC) are available from the Correspondence Course Center, Scotia, N. Y. One officer and three enlisted courses have been discontinued.

The new courses are:

Course	NavPers Number
*ECC Radarman 3 and 2, Vol. 2	91269
*ECC Signalman 1 and Chief	91292
*ECC Sonarman "G" 3 and 2	91261
ECC Aerographer's Mate 1 and Chief, Vol. I	91602
ECC Trademan 1 and Chief	91699
ECC Aviation Fire Control Technician 2	91634-1
OCC Duty Afloat for Engineering Specialists	10941-A

The asterisks indicate courses classified as Confidential — Modified Handling Authorized.

Correspondence courses discontinued

Here's the 1962 All-Navy Sports Program

You may be up to your eyeballs in snow right now, but it's later than you think, and spring (we trust) is just around the corner. Besides, inside a warm gymnasium or bowling alley, who cares if it snows?

All of this is by way of introduction to announcement of the 1962 All-Navy Sports Program — a six-month long, seven-sport slate designed to give most Navy sportsmen, and sportswomen, something to shoot for.

BuPers Inst. 1710.1G, which announces the 1962 schedule, emphasizes once again that participation in All-Navy championship-level competition is intended as a natural outgrowth of extensive intramural and intermural participation. Under such a setup, as competition advances through base-level, district and/or fleet force and regional eliminations to the All-Navy play-offs, every Navyman and Navywoman has a chance to go just as far as his or her particular

The 1962 schedule:

Sport	Rules	Type of Tournament	Squad Size	Date	Location
Basketball	AAU	Double Elimination	12	5-9 Mar	Norfolk
Boxing	AAU and Headgear	Single Elimination	One each weight, OinC and coach	4-6 Apr	Norfolk
Volleyball	USVBA	Double Elimination Best of three	10	11-14 Apr	NAS Alameda
Bowling (Men and Women)	ABC	18 games (Six games per day)	4 men 4 women	16-18 May	SubBase Pearl Harbor
Tennis (Men and Women)	USLTA	Single Elimination Open—Best two Semi-Finals—Best three Seniors and women—Best two	4 open 2 senior 3 women	7-10 Aug	Newport
Golf (Men and Women)	USGA	72-hole Medal	4 open 2 senior 3 women	21-24 Aug	San Diego
Softball	ASA	Double Elimination	16	12-15 Sep	Seattle

are continued are OCC Duty Afloat for Engineering Specialists (NavPers 10941), ECC Sonarman 3 and 2, Vol. I (NavPers 91260-2A), ECC Aerographer's Mate Chief (NavPers 91646 and ECC Aerographer's Mate 1 (NavPers 91643-A).

lar skill and desire will permit.

Squad size includes officer in charge, coach and/or manager unless otherwise specified.

Golfers will be pleased to learn that nominations for All-Navy play must reach the Bureau no later than 15 July this year, providing them with an extensive break between district and regional play and the All-Navy tourney.

Regional coordinators for the upcoming play are:

- Atlantic Fleet Region — COMSERVLANT
- North Atlantic Region — Potomac River Naval Command
- South Atlantic Region — COMFIVE
- Pacific Coast Region — COMELEVEN
- Western Pacific Region — COMFOURTEEN

Inter-service competition, with dates, will be announced at a later date.

Enlisted correspondence courses will be administered (with some exceptions) by your local command.

If you are an EM on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate.

List of New Motion Pictures and TV Series Available to Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Rawhide*, *Stagecoach West* and *Wagon Train* — Westerns; *Perry Mason*, *Michael Shayne* and *The Untouchables* — Melodramas.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Love in a Goldfish Bowl (1839) (C) (WS): Comedy; Tommy Sands, Fabian.

Scream of Fear (1840): Melodrama; Susan Strasberg, Ronald Lewis.

Blood and Roses (1841). (C) (WS): Melodrama; Mel Ferrer, Elsa Martinelli.

Man in the Moon (1842): Comedy; Kenneth More, Shirley Anne Field.

House of Fright (1843) (C) (WS): Drama; Paul Massie, Dawn Addams.

Thief of Baghdad (1844) (C) (WS): Fantasy; Steve Reeves, Georgia Moll.

Loss of Innocence (1845) (C): Drama; Kenneth More, Danielle Darrieux.

Double Bunk (1846): Comedy; Ian Carmichael, Janette Scott.

The Deadly Companions (1847) (C) (WS): Drama; Maureen O'Hara, Brian Keith.

Marines, Let's Go (1848) (C) (WS): Comedy; Tom Tryon, David Hedison.

Valley of the Dragons (1849): Melodrama; Cesare Danova, Sean McClory.

Claudelle English (1850): Drama; Diane McBain, Arthur Kennedy.

Francis of Assisi (1851) (C) (WS): Drama; Bradford Dillman, Dolores Hart.

Queen of Pirates (1852) (WS): Melodrama; Gianna Maria Canale, Massimo Scilla.

Pirates of Tortuga (1853) (WS): Melodrama; Ken Scott, Leticia Roman.

Carry on Constable (1854); Comedy; Sidney James, Kenneth Connor.

Television Programs

5212: TV-1 *Wagon Train*—The Odyssey of Flint McCullough. TV-2 *Stagecoach West*—The Guardian Angels.

5213: TV-1 *Wagon Train*—The Beth Pearson Story. TV-2 *Stagecoach West*—Blind Man's Bluff.

5214: TV-1 *Rawhide*—Murder Steer. TV-2 *Michael Shayne*—No Shroud for Shayne.

5215: TV-1 *Perry Mason*—Paul Drake's Dilemma. TV-2 *Stagecoach West*—The Raider.

5216: TV-1 *Perry Mason*—Dubious Bridegroom. TV-2 *Stagecoach West*—The Orphans.

5217: TV-1 *Perry Mason*—Lucky Legs. TV-2 *Stagecoach West*—A Time to Run.

5218: TV-1 *Perry Mason*—Jilted Jockey. TV-2 *Stagecoach West*—Finn McCool.

5219: TV-1 *Untouchables*—The Seventh Vote. TV-2 *Rawhide*—Superstition Prairie.

5220: TV-1 *Untouchables*—Death for Sale. TV-2 *Rawhide*—Buffalo Soldier.

5221: TV-1 *Untouchables*—The Nick Acropolis Story. TV-2 *Rawhide*—Incident Before Black Pass.

5222: TV-1 *Untouchables*—The Champagne Story. TV-2 *Rawhide*—Running Man.

5223: TV-1 *Untouchables*—Ring of Terror. TV-2 *Rawhide*—Phantom Bugler.

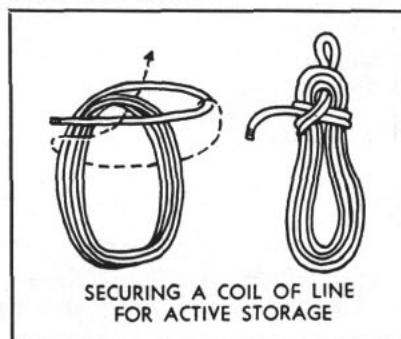
5224: TV-1 *Untouchables*—The 90 Proof Dame. TV-2 *Rawhide*—New Start.

5225: TV-1 *Untouchables*—Strangle Hold. TV-2 *Rawhide*—Painted Lady.

5226: TV-1 *Untouchables*—The Nero Rankin Story. TV-2 *Rawhide*—Broken Word.

5227: TV-1 *Perry Mason*—Purple Woman. TV-2 *Stagecoach West*—Object Patrimony.

Grains of Salt—



New AFIE Catalog Lists Publications and Films Available to Naval Units

New sources of information and education available to Navymen via publications, posters and motion pictures are listed in the revised *Catalog of Information Materials* (DOD Pam 8-5/NavPers 92140C) published by the Armed Forces Information and Education Headquarters.

The publications listed in the new catalog include such items as illustrated pocket guides for overseas orientation, pamphlets to inform servicemen of the ideals and goals of the United States government and material explaining matters of personal concern to members of the armed forces.

Most of the posters are 18 by 25½ inches in size. They are produced both individually and in series. Kits for assembling wall or table displays larger than the standard size are also listed.

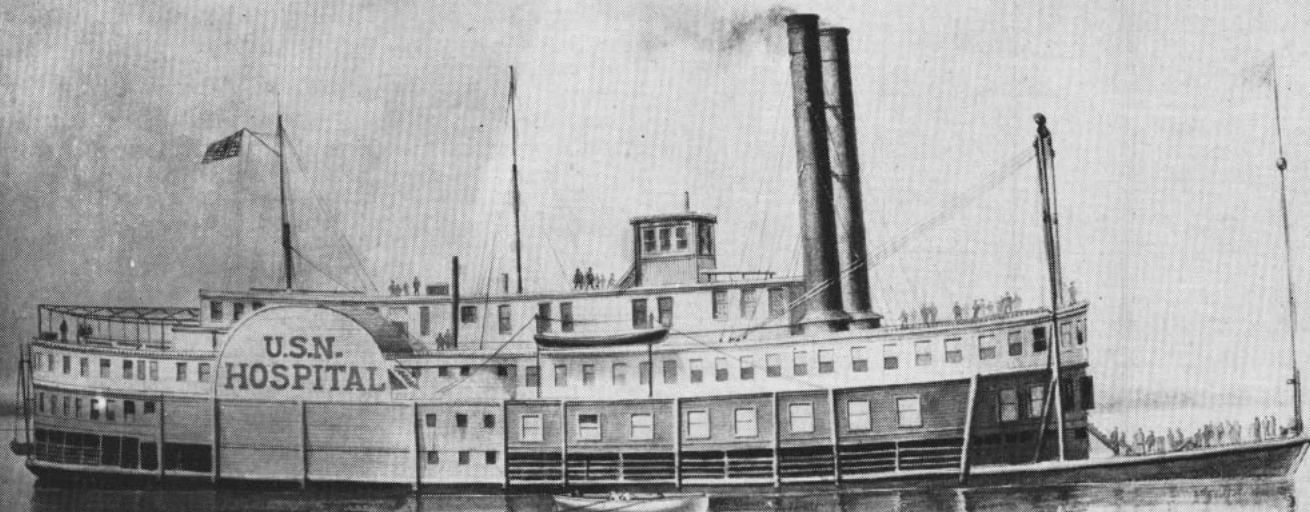
There are three principal kinds of motion pictures listed: Armed Forces Information Films (AFIFs) on a wide variety of subjects, including communism, democratic institutions and overseas orientation; I and E Screen Magazines (I&ESMs)—two-reelers released monthly to supplement shipboard and base theatre entertainment programs; and films on world affairs (WAs)—film-recorded discussions of world problems by prominent authorities.

The catalog also includes information on radio and television material for armed forces use and transcriptions obtainable for distribution to military outlets and veterans hospitals.

Most of the material listed in the catalog is automatically made available to naval activities. Publications not available locally may be requisitioned from the Naval Supply Centers at Norfolk, Va., and Oakland, Calif. Posters are stocked by the Naval Supply Depot, Philadelphia, Pa.

Any material that is not stocked by the Navy can be requisitioned from the U.S. Armed Forces Institute, Madison 3, Wis., while the supply lasts.

Specific instructions for obtaining these materials are in the *Navy's I & E Catalog* (NavPers 15801-1).



Civil War Hospital Ship

One of the marks of growing civilization, they say, is the increase in the care of a community's sick, wounded and helpless. *Red Rover*, the first of the U. S. Navy's hospital ships, was such a mark. Here is the story of her career during the Civil War.

THE FIRST HOSPITAL SHIP of the United States Navy was originally the commercial side-wheel river steamer *Red Rover*, built at Cape Girardeau, Mo., in 1859. She was purchased at New Orleans, La., on 7 Nov 1861 by the Confederate States of America to serve as a barracks or "accommodation ship" for the Confederates' floating battery *New Orleans*.

In their first joint action, the two ships made their way up the Mississippi River as far as Island No. 10, a strategic battle position, where they assisted in the blockade of the Western Gunboat Flotilla of the Union Army. On 15 Mar 1862, Island No. 10 saw the commencement of a naval bombardment by the Union Army. Though *New Orleans* was jarred by the explosions of shells under and around her, she was unharmed. *Red Rover*, however, was put out of action early in the bombardment by a piece of shell which cut through all her decks to her bottom and caused her to leak considerably but not dangerously. Abandoned as a quarters ship, she was moored on the opposite side of Island No. 10, and was captured by the Federal gunboat *Mound City* when that island fell into Union hands on 7 April.

Volunteer Acting Master Cyrenius Deminey (or Dominy), of *Mound City*, made the actual capture. (He later distinguished himself by capture of the Confederate Steamer *Clara Dolson* in the White River, and was on the upper deck and escaped death by scalding when the boilers of *Mound City* were exploded by a Confederate shell in June 1862. He saved

many of the men of his gunboat on that occasion, although two were shot as he hauled them back on board from the water.)

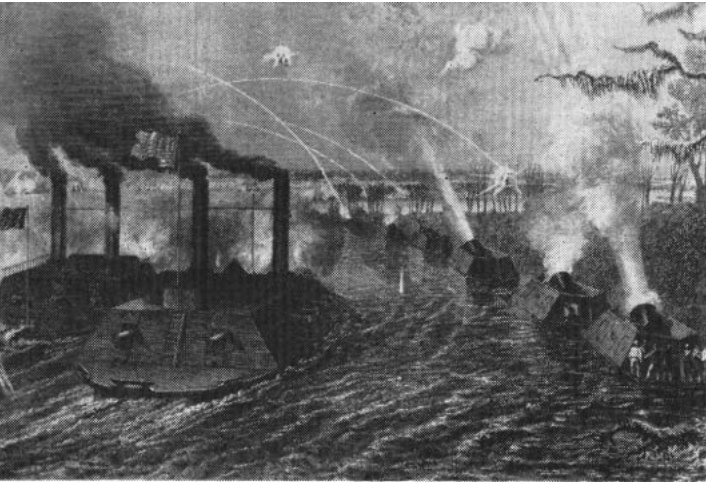
RED ROVER was repaired and floated upriver to St. Louis, Mo., where she was fitted out by the Federal forces as a floating summer hospital for the Western Flotilla.

George H. Bixby became the senior medical officer of the floating hospital and remained the senior medical officer of *Red Rover* throughout the Civil War. He was assisted by another medical doctor from his hometown of Boston, Doctor George H. Hopkins, and other surgeons.

When *Red Rover* reported for duty on 10 Jun 1862, she had stores aboard for her crew for three months and medical supplies sufficient for 200 men for three months. She was also abundantly supplied with special items for the sick, and had on board 300 tons of ice. The boat was supplied with everything known at the time to be necessary for the restoration to health of sick and disabled seamen.

Commented Quartermaster Wise from the Office of the Naval Depot at Cairo, Ill.: "I wish you could see our hospital boat, the *Red Rover*, with all her comforts for the sick and disabled seamen. She is designed to be the most complete thing of the kind that ever floated, and is every way a decided success. The Western Sanitary Association gave us articles costing \$3,500. The ice box holds 300 tons. She has bathrooms, laundry, elevator for the sick from the lower to upper deck, amputating room, nine different water closets, gauze blinds to the windows to keep the

Based upon the official ship's history, made available through the courtesy of the Ships' Histories Section, Naval History Division, Office of the Chief of Naval Operations.



EXCHANGING SHOTS—Union gunboats and mortar boats bombard Confederate batteries on island.

cinders and smoke from annoying the sick, two separate kitchens for sick and well, a regular corps of nurses, and two water closets on every deck.”

THE HOSPITAL SHIP *Red Rover* received her first patient on 11 Jun 1862 — Seaman David Sans, who was a cholera victim from the gunboat *Benton*. Four other patients were received that day, 13 on the 12th, and 38 patients were received from ships of the Western Flotilla on the 13th.

Her great benefit to the Western Flotilla was described by Flag Officer Charles H. Davis: “No one can comprehend the sufferings to which our sick have been exposed by the absence of proper accommodations on board the gunboats, and by the necessity for frequent and sometimes hasty change of place. The wounded and patients suffering from fever occupy, under the direction of the surgeon, those parts of the ship which are most quiet and best ventilated.

“When the ship is cleared for action, as often happened when lying near Fort Pillow, (Tenn.), it is necessary to take down the patients’ cots and hammocks and move them into out-of-the-way and uncomfortable places. This is almost always attended with pain and distress, if not positive injury. The arrival of *Red Rover* will put a stop to all this. . . . All the conveniences and appliances of a hospital are fully provided, and to these are added the neatness and order essential to so large an establishment.”

Though certain steamers, including *City of Memphis*, had been pressed into service as hospital transports, they lacked accommodations, cleanliness and the medical staff made possible by the new ship.

ON 17 JUN 1862, the Federal gunboat *Mound City*, which had captured *Red Rover*, took part in the attack on the White River which resulted in the capture of the Confederate forts at St. Charles, Ark.

During the action, a shell from the Confederate batteries penetrated the port casement of *Mound City*, killing three men in its flight, and exploded her steam drum. Eight men were scalded to death and 43 were either drowned or shot after leaping overboard.

The total casualties were 135 out of a total of 175 men on board. Thirty-seven were transferred to *Red Rover* for transportation to hospitals in Illinois.

Red Rover arrived off *Mound City* on the 26th

and put off all but two of the scalded, several other patients and two prisoners of war. Among those transferred ashore was Commander Kilty, commander of the gunboat expedition and of *Mound City*. He had been badly injured by the steam of the exploding boiler.

Red Rover then joined the Western Flotilla above Vicksburg, Miss. In the early morning darkness of 15 Jul 1862, the ships of the Western Flotilla entered the Yazoo River and headed upstream. The gunboats prepared for action when the powerful Confederate ram and ironclad *Arkansas* was discovered coming from the opposite direction. She succeeded in passing the entire Western Flotilla and the Ram Fleet, leaving many Union casualties in her wake.

These men were treated by *Red Rover*, which remained on the scene to take care of casualties of Southern guns and of the climate of the Mississippi Valley while the Flotilla and Ram Fleet engaged the enemy opposite Vicksburg. She later gave similar support to the combined fleets during operations off Helena, Ark. While off that city she had the misfortune to catch fire, and all the boats from the gunboat *Benton* were required to assist in putting it out.

IN SEPTEMBER 1862 an Illinois Prize Court, having jurisdiction over *Red Rover* as a prize of war, sold her to the Navy for \$9314.28. She was then transferred to the U. S. Naval Depot at Cairo to be fitted out for winter service, having brought 80 sick, one-half of whom were broken down by disease and unfit for further service.

According to the medical journal of the hospital ship, she had admitted a total of 374 patients by the end of 1862. Of these, 332 were discharged as hospital patients, 37 died and five deserted. Whole number of sick days for patients subsisted amounted to 9842 days. Her total expenses for the year were listed at \$3462.79.

Although crowded conditions of shore hospitals put her in service while she was still fitting out for winter, *Red Rover* was not commissioned in the U. S. Navy until 26 Dec 1862. She was under command of Acting Master William R. Wells, USN, who was included in the crew numbering 12 officers and 35 enlisted men. Before long, there were also about 30 persons “not shipped” on board and employed in the medical department. Four of this number were Sisters of the Order of the Holy Cross.

On Christmas Eve 1862, Sister Veronica, Sister Adela and Sister Callista came on board for duty which would see the first two Sisters tending the sick on the hospital ship for the duration of the war. On 9 Feb 1863 they were joined by Sister M. John of the Cross (carried on reports as Sister St. John), who served as a nurse until 30 Sep 1863. Five Negro women worked under the direction of the Sisters.

These women may be said to be the pioneers or forerunners of the U. S. Navy Nurse Corps, as they were the first women nurses carried on board a U. S. Navy hospital ship. In addition to the nurses, there were several laundresses employed in the hospital department of the ship. The total number of employees, including men, varied from the peak of about 40 in the busiest times to as few as eight.

ON 29 DEC 1862, *Red Rover* headed downriver from Mound City. Two days later she moved on from Helena, Ark., in the convoy of gunboats *Lancaster* and *Tigress*. It was exactly midnight when *Red Rover*, with her one 32-pounder loaded with grape and all hands at quarters, passed Bolivar, Miss. She escaped the notice of Confederate shore guns and, when *Lancaster* found it necessary to stop to take wood aboard, *Red Rover* decided to make her run without a convoy.

She made the mouth of the Yazoo River, where she received orders to proceed upstream to USS *Black Hawk*, flagship of the Mississippi Squadron, 10 miles up the river. The next day *Red Rover* returned to the mouth of the Yazoo, where transports came down with troops, and anchored under the Louisiana shore.

In company with *Black Hawk*, she anchored at the mouth of the White River, remaining there on guard with the ordnance ship *Judge Torrence* while the Mississippi Squadron stood up the White River. The light flotilla led by *Rattler* was followed by Admiral Porter's *Black Hawk*. Next came the ironclad flotilla and the transports with the gunboat *Lexington* bringing up the rear.

Admiral Porter had assigned *Red Rover* and *Judge Torrence* the task of guarding the mouth of the White River and the coal barges, and notifying any light draft gunboats and all coal or store-boats to stop at the mouth of the White River until further orders. His fleet conducted a naval bombardment, followed by an assault by the Army, which carried the Post of Arkansas (Fort Hindman) on 11 Jan 1863.

THE NAVAL BOMBARDMENT ended at 6 pm, and *Signal* made her way back down the White River to transfer the wounded to *Red Rover* and to receive ice and fresh beef. The gunboat *New Era* also arrived

with wounded and was given the same service.

Red Rover left the mouth of the White River, and was mooring in company with the flagship about a mile below Napoleon when she was fired into by Confederates. She was struck by two shots which entered the hospital portion of the ship. However, no wounded were reported as a consequence.

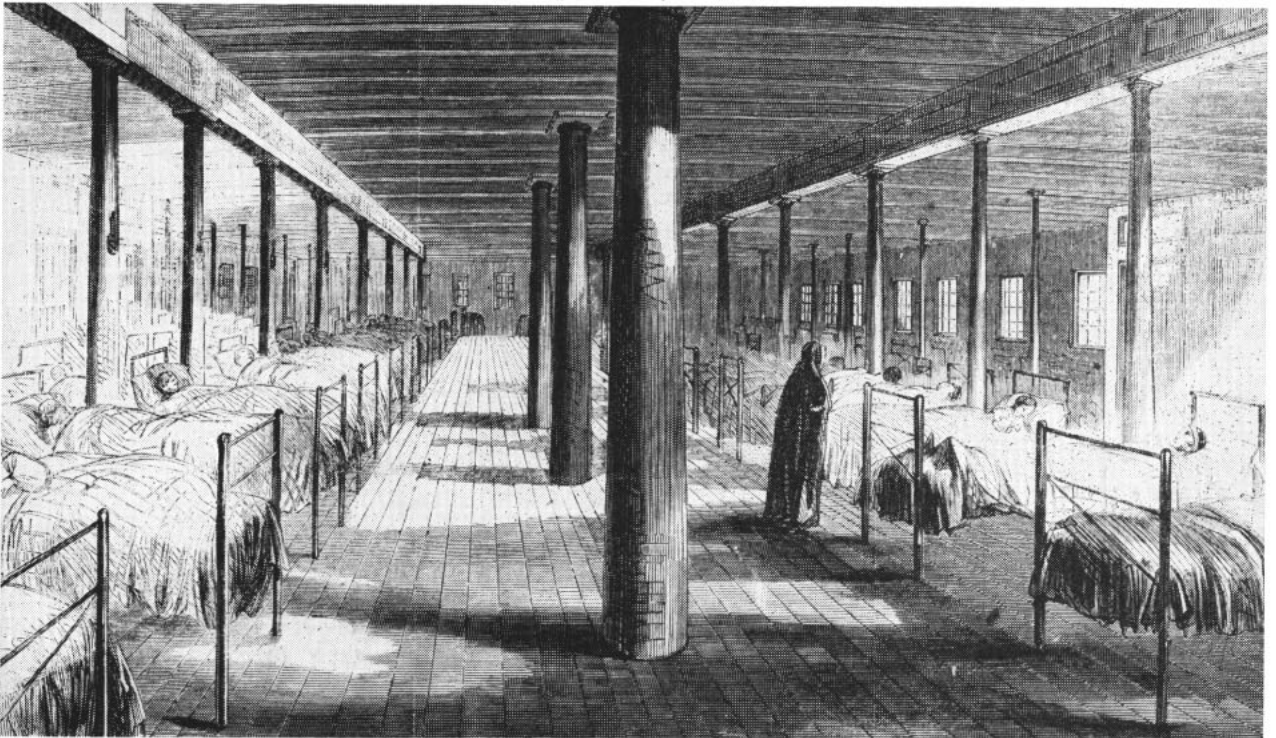
She returned the fire with her muskets and moved four miles away to spend the night. She returned to the mouth of the Yazoo River two days later, and continued to care for the sick and wounded of the Mississippi Squadron as it supported the Army expedition to gain control of the Yazoo and the tributary rivers which made it possible for the Confederate forces at Vicksburg to obtain supplies.

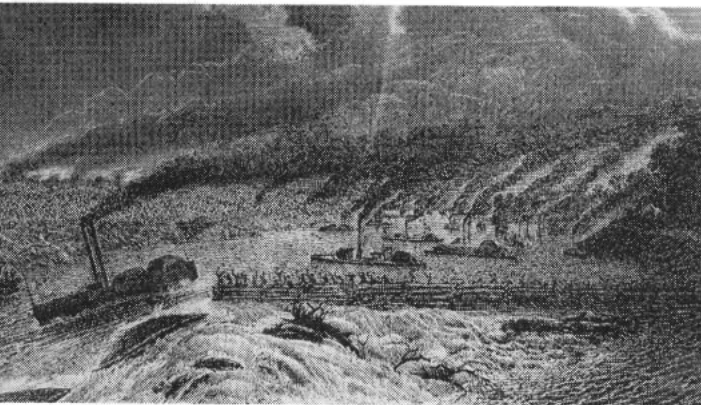
The Confederate defenses of Vicksburg were intended to be able to repulse any force—naval, military, or both combined—which could be brought against them. This made the problems of the Federal siege formidable, and the Southern defenses seemed for a time to defy all attempts at their reduction.

Meanwhile, in December 1862, Fleet Surgeon Ninian A. Pinkney had relieved Fleet Surgeon Edward Gilchrist. He made the *Red Rover* his headquarters ship, and from her flowed the orders, correspondence, pleas and action of this remarkable man as he tried to overcome the many difficulties and problems obstructing the care and interest of the Navy sick and wounded of the Mississippi Squadron.

To the Chief of the Bureau of Medicine and Surgery went recommendations for organization and standard instructions to surgeons of the squadron. He pressed upon the bureau the need of supplying all the ironclads with medical officers and the light-draft ships with surgeon stewards, so that these fighting ships on frequent detached duty could properly care for their sick and wounded until they reached

THE WARD — As the Navy's first floating hospital ship USS *Red Rover* offered relief for the wounded.





RED RIVER DAM — As the water level is raised, the first gunboat, *Lexington*, passes the rapids.

Red Rover or shore hospitals. No opportunity of improving the service seemed to escape his attention.

WHILE *RED ROVER* watched over the sick and wounded above Vicksburg in the winter of 1862-63, additional disabled accumulated along the rivers without means of providing for them. Memphis was the most central point, as well as the most healthy place on the Mississippi River, so permission was requested for the Navy to occupy suitable buildings at Memphis for hospital purposes.

General Grant promptly ordered that a former Confederate building be turned over to Fleet Surgeon Pinkney. As all hospital buildings, save for the Mound City Hotel, were in the possession of the Army, and those being full to overflowing, there was little possibility of accommodating the Navy sick without scattering them all over the country, removing some at the risk of their lives.

Thus, the Commercial Hotel of Memphis was converted to hospital use by the Navy. The hotel was soon providing shelter to 248 men. It was named Hospital Pinkney in honor of the fleet surgeon. Sister St. John left the *Red Rover* at the end of September to take charge of the nursing there.

Back downriver, firing could often be heard from the vicinity of Vicksburg as *Red Rover* received the wounded and sick from the various ships of the squadron. From her station at the mouth of the Yazoo, she often ran 30 miles up the river to obtain eggs, chickens, milk and similar supplies from Harrison's Plantation. These fresh provisions were for the use of the hospital department. Her crew was kept busy with many duties. They packed fresh beef in ice, built cattle corrals on shore for the livestock eventually destined for meat supply; buried the dead; took aboard stores and provisions; and off-loaded medical supplies, provisions and stores to ships of the squadron.

ON 16 APR 1863, *Red Rover* weighed anchor and proceeded down the Mississippi as far as the lower fleet of transports, where she landed on the Louisiana shore just above Vicksburg. Now the gunboats and transports passed by with the intention of running the blockade past Vicksburg. They rounded the point near 11 pm and enemy musketry opened up.

Soon Confederate heavy guns spoke out as fires

were lighted on shore to illuminate the passing squadron. The gunboats duelled the batteries and the town as they swept ahead at full speed and succeeded in breaking through the blockade. Before the Federal siege ended, some 16,000 shells would be thrown from mortars, gunboats and naval batteries upon Vicksburg and its defenses.

Moving from the scenes of combat, *Red Rover*, overflowing with patients, arrived at Memphis on 23 Apr 1863. There, she transferred her most serious cases to Hospital Pinkney preparatory to repairs in the Navy Yard. Her repairs were completed by 20 May, when she received 11 men from Hospital Pinkney as crew. She then moved down to the Yazoo River, where she continued to receive, treat and evacuate the wounded of the fleet on western waters as it destroyed everything of value along the Yazoo River and brought greater pressure to bear on Vicksburg.

That Confederate stronghold fell on 4 Jul 1863, and *Red Rover* arrived at Memphis on 14 July with casualties of the successful Army-Navy siege. From there, she proceeded downriver to the Jefferson Davis plantation and transferred medicine to gunboat *Carondelet*, thence to Grand Gulf, Miss., where she delivered medical supplies to the gunboat *Louisville*. Continuing on downriver, she visited Natchez, Baton Rouge and New Orleans, then proceeded back upriver by way of the various fleet rendezvous to Memphis, where she arrived on 15 Aug.

Red Rover remained at Memphis for more than two months, when she returned to Mound City for extensive repairs. These completed in March 1864, she resumed her, by now, familiar routine.

RED ROVER arrived some time later, and took all the wounded still in the vicinity for care in the hospitals. She got her gun ready for action and prepared for an expected attack from the guns of Fort Randolph as she headed back upriver, but she passed that fort without incident. After arrival at Memphis, she started back downriver the next day, putting off medical stores and supplies to ships.

Red Rover came off the mouth of the Red River on 17 Apr 1864 to support the fleet cooperating with the Army in the expedition. Upon reaching Springfield, the gunboats found that Union land forces were falling back towards Grand Ecore, La. They were obliged to return downriver, as they had no infantry to dislodge the Confederate batteries which could be mounted on the river banks. On the return voyage they were constantly taken under fire at every assailable point.

Upon reaching Grand Ecore, the gunboats found that the Red River had fallen so low that they could not pass over the rapids. It seemed that the better part of the squadron would be doomed to destruction as the Union Army prepared to evacuate that place.

However, Lieutenant Colonel Joseph Bailey, acting engineer of the 19th Army Corps, proposed a plan for building a series of dams across the rocks of the falls, thus raising the level of the river. Constructed by Army-Navy men, the dam had a center opening which let the ships ride out on the crest of the water. After a few days, the gunboat *Lexington* passed into deep water, followed by the rest of the fleet.

MEANTIME, *Red Rover*, stationed at the mouth of the Red River, delivered medical supplies, ice, provisions and stores to ships of the fleet as she admitted their sick and wounded to her hospital department.

By June 1864 the Mississippi Squadron had increased to about 100 ships, carrying some 460 guns, with crews amounting in the aggregate to about 5500 men. Kentucky, Tennessee and Arkansas, the upper portions of the states of Mississippi and Louisiana, and the southern portions of those states which bordered the Ohio River on the north, had been captured.

To patrol the Mississippi River from Cairo to New Orleans was a great task whereby Confederate combinations were broken and their organization severed. Similar patrols were conducted in the Ohio, Tennessee and Cumberland Rivers. Waters traversed by ships of the squadron were eventually divided into 10 naval districts. While the ships in each district had appropriate fields of duty, they were ready to support each other if emergency arose.

Red Rover was not assigned to any particular district. In addition to her service as a hospital ship to the squadron, she acted as a medical provisions and supply ship, moving down and up the river between Cairo and New Orleans, receiving the sick from ships on station and delivering medical stores and supplies.

RED ROVER commenced her last medical supply voyage from Memphis on 24 Oct 1864. She delivered medical stores to ships at Helena, White River and Red River, thence again to the mouth of the Yazoo and back to Memphis, where she transferred the sick of the squadron to Hospital Pinkney. She reached Mound City on 11 Dec 1864. This was her location to the end of her career.

As the Civil War drew to a close, the light-draft ironclads of the Mississippi Squadron were detached

for service in Mobile Bay, where the Confederate naval forces in Alabama waters formally surrendered on 10 May 1865. This marked the end of an organized Confederate Navy, which was dealt the final blow with the fall of three forts at Sabine Pass and Galveston, Tex.

Red Rover continued to care for Navy patients until 17 Nov 1865, when her 11 remaining patients were transferred to the steamer *Grampus*. During her career she had admitted 2497 patients. Her last record of those employed in her medical department is dated 30 Apr 1865. Sister Veronica and Sister Adela were still on board, and it is presumed they remained to her last day of service. Dr. George Bixby was honorably discharged from the Navy on 26 Sep 1865. He resumed his medical practice in Boston, where he engaged in research and wrote numerous articles.

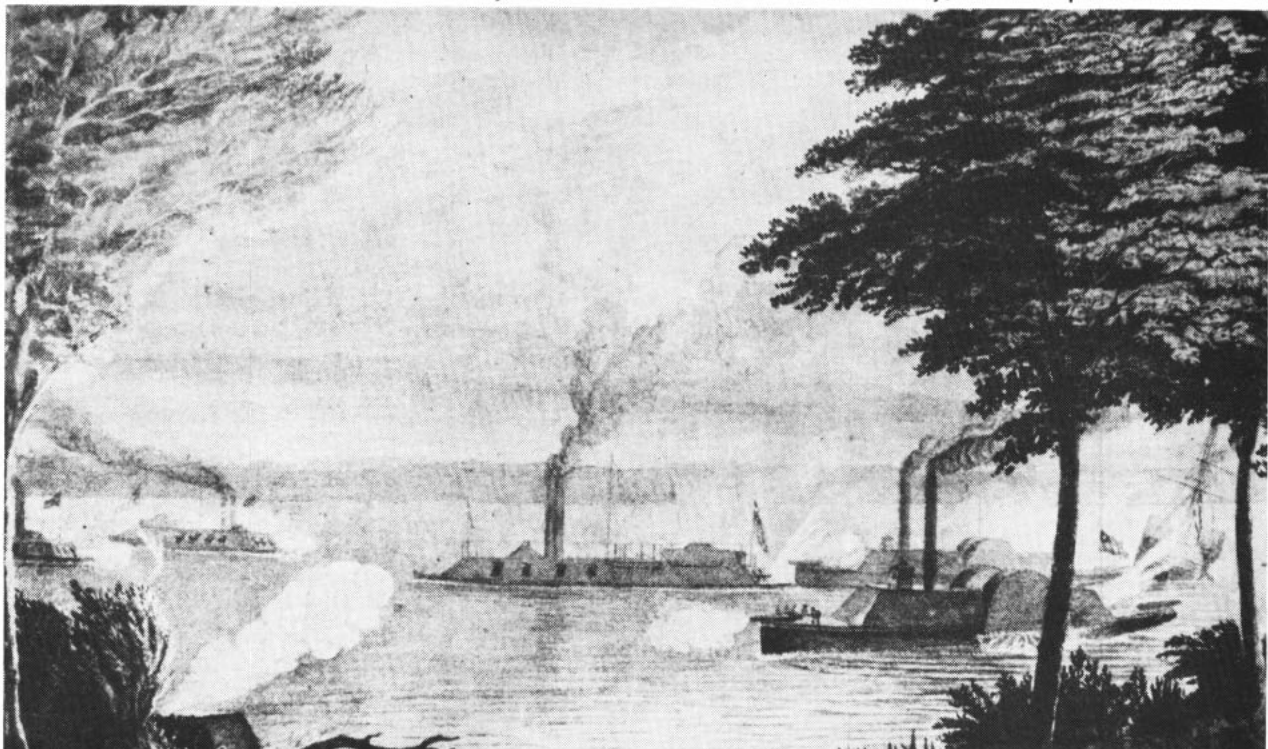
Throughout the career of *Red Rover*, she had an average crew of 40 men and about an equal number employed in her hospital department. In addition to the women nurses, there were men to care for the sick. Some of these were convalescent sailors and soldiers detailed to duty from shore hospitals.

Stripped of her gun and iron-plate, *Red Rover* was sold at public auction for \$4500 on 29 Nov 1865. Since the passing of *Red Rover*, many passenger liners have been converted to hospital ships, each one an improvement over her predecessors. *USS Relief* (AH 1) was the first ship of the U. S. Navy to be designed and constructed solely for hospital purposes.

Red Rover was a wooden, side-wheel steamer displacing 786 tons and drawing eight feet of water. The dimensions of her hull are unknown. Her maximum upstream speed was nine knots. Her average speed was five knots, and her crew numbered 42 officers and men.

That's not much when compared to the modern hospital ship, but *Red Rover* marked a significant step forward in the care of the battle wounded.

JUST AFTER CHANGING HANDS—Partly visible at the left is *USS Mound City*, which captured *Red Rover*.



TAFFRAIL TALK

SING A SONG of Seavey, a pocket-full of preferences. Or, the story behind one ex-Pacific Fleet Navyman's recent assignment to shore duty.

Seavey officials in the Bureau could easily have been pardoned for suspecting some sort of a rib when the name of Robert E. Seavey, QM1, USN, turned up on a list of names due for shore duty not so long ago.

It was no joke though. QM1 Seavey, it developed, was serving on board the MINPAC ocean minesweeper USS *Engage* (MSO 433) — and he was on the Seavey list for shore duty.

So how did it all turn out?

Well, the Seavey people discovered, Seavey stood 11th on the Seavey list among QM1s, on the basis of seniority. And one of his duty preferences, as he had expressed it on his Seavey card, was for "anywhere west of the Mississippi." It was determined, moreover, that there was an opening for a QM1 in the Eighth Naval District. The 10 QM1s senior to Seavey on the Seavey list had indicated no preference for duty within 8ND. Seavey got the billet.

And what can we learn from all this? It points out, just about as well as any example can, the wisdom of indicating a broad duty preference area to give Seavey detailers some room to work in, if it is at all possible. When duty preferences are limited to specific areas, and a need arises other than in areas requested, it frequently becomes necessary to assign junior men on the list to meet the requirement. Thus, in Robert Seavey's case, his preference for duty anywhere west of the Mississippi resulted in his transfer ashore ahead of 10 QM1s senior to him, where he would undoubtedly have spent considerably more time at sea if he had held out for a specific area.

Or, as the Seavey people summed it up: "The Seavey preferences of Seavey speeded Seavey's Seavey assignment without violation of Seavey integrity, notwithstanding Seavey's standing on the Seavey relative to other Seavey eligible personnel awaiting Seavey assignment from the Seavey waiting list."

* * *

Shorvey, as well as Seavey, continues to work its daily machinations. Latest to run into its clutches is SN Jim Krause, USNR, whitehat artist in our Art and Layout Department for the past year. Jim packed his brushes and dry wit off to Norfolk this month for a tour of sea duty aboard the heavy cruiser USS *Newport News* (CA 148).

Reporting in, with easel at the ready, to replace Krause, meanwhile, was SA David Schlunz, USNR, a Davenport, Iowa, native who combined attendance at the Art Institute of Chicago with membership in a Naval Reserve Submarine Division in the Windy City in his most recent past. He shipped in for a tour of active duty last December.

This, it appears, is "names make news" month. We take note, therefore, of a recent shipping-over ceremony aboard the Pacific Fleet seaplane tender USS *Pine Island* (AV 12), wherein a brand-new RM3, John Paul Jones, USN, signed up for another four years of Navy duty. He apparently just couldn't bring himself to fight it.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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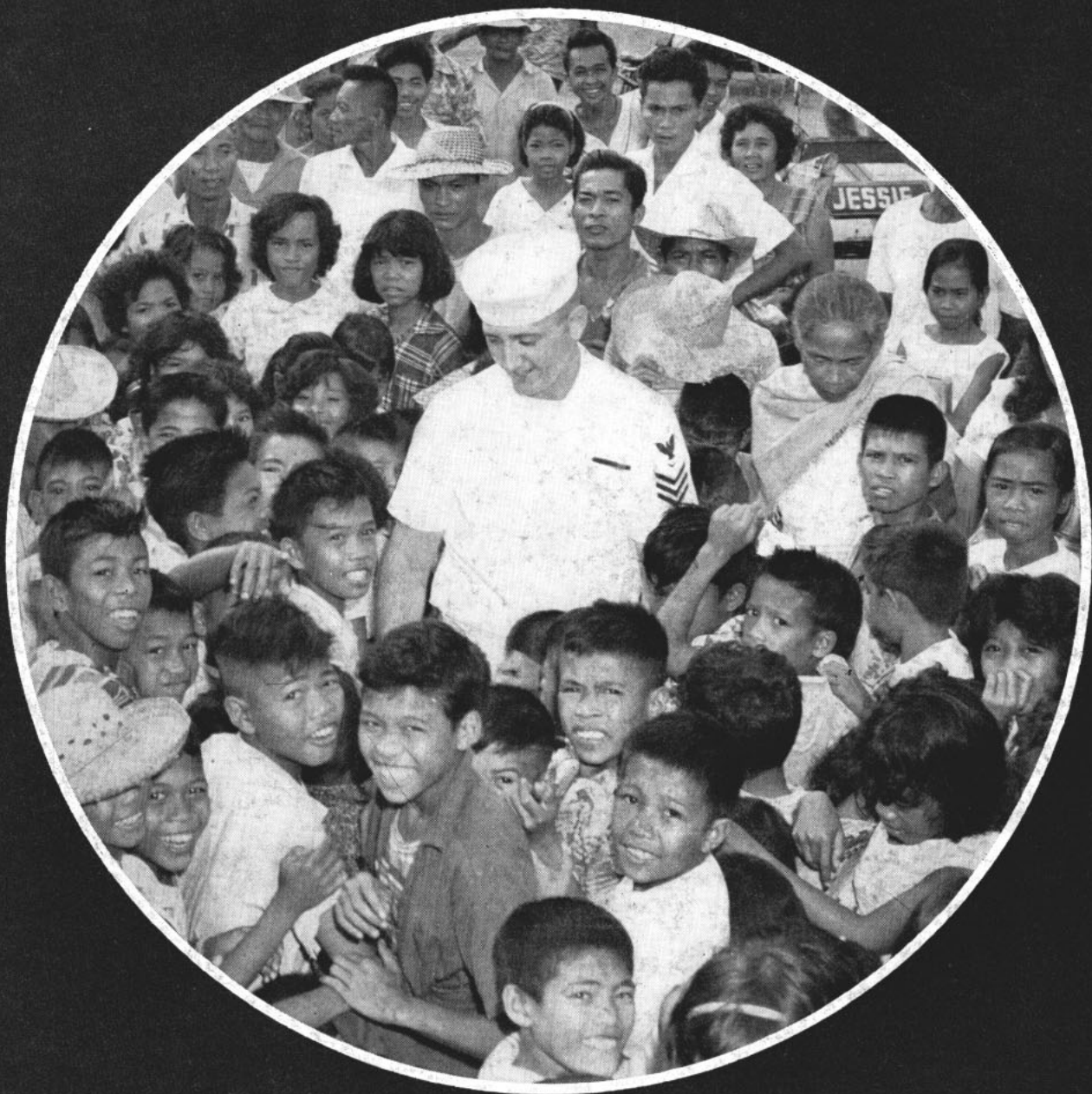
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• AT RIGHT—SIGHTSEEING Navy-men from eight U. S. Sixth Fleet ships enjoy five-day visit to Istanbul, Turkey. Here, Fleet sailors get a close-up look at one of the many famous mosques within the city.





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